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UPCOMING EVENTS

Monthly Meeting, August 12 Victory Aviation

Willits Airport Day

August 8—hosted by EAA Chapter 1027, airplanes expected from Oregon, Nevada as well as California. Ride the Skunk Train.

Fly-Out to Boonville (D83)

August 14—small, friendly airport with a short walk to town. This will be their annual fly-in, and you should expect many interesting airplanes.

Board Meeting

August 19—all welcome

September General Meeting

September 2—Doug Henson brings his award-winning Falco

Watsonville Air Show

September 3-5—see <http://www.watsonvilleflyin.org/> for details

Palo Alto Airport Day

September 9—possible Young Eagles flying, check website

(cont' on page 6)

August Event: Reports from Oshkosh

Chapter 62's August meeting will feature informal discussion and commentary by members who traveled to AirVenture at Oshkosh and the Arlington Fly-In.



DC7-B at Opa Locka, Florida



VICTORY AVIATION
2502 John Montgomery Drive

6:30 PM Food and Hangar Flying
7:00 PM General Meeting

EAA Chapter 62 meets at Victory Aviation the first Thursday of the month, except in August, when we meet on the second Thursday. Everyone welcome.

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

Newsletter Deadline

Articles need to be submitted by the 20th of the month to be included in the next newsletter

mlwainwright@mac.com

President's Column by Wolfgang Polak

The summer flying season is in full swing with fly-ins and air shows everywhere. I just returned from my first visit to Arlington. It's quite a different scale from AirVenture and Sun-n-Fun but great fun nonetheless. It's quite a different atmosphere, a little more personal, and you actually have a chance to see everything. And to us Bay Area pilots it's a bit easier to get to than OSH.



There were some of the usual and some more unusual air show acts. Will Allen, flying a Super Decathlon, was singing the National Anthem during his routine. He did a fine job, holding the last note of "of the freeeee" on the vertical up-line right until he kicked the rudder for the hammerhead turn. Then there was the Boeing 787 fly-by but unfortunately no landing and chance to take a closer look. Two Alpha jets did a short routine.

Arlington had a reasonable number of forums and some exhibitors. Hope you saw the picture on the web.

McMinneville is a convenient stop on the way to Arlington. The Evergreen aviation museum is just across the street with a free shuttle. The Spruce Goose is the center piece of the aviation part of the museum. The plane is huge. The wing span of the B-17 parked next to it must be just about the size of its horizontal stabilizer. The space part of the museum that contains an SR-71 is in very good condition. There is a new building with a 747 on the roof that may be open in the not too distant future.

For me there won't be a trip to OSH this year but I hope many of you have a chance to go. If you don't get to go, there are lots of flying events locally. Take a look at our web calendar and check out some of the fly-out events Mike Francis put on. Livermore was a success even though I arrived late and did not join in the winery visit. Coming up are Willits on Sunday August 8th and Boonville on Saturday August 14th.

If you make it to Airventure this year, please come to the next meeting on August 12th and share your pictures and stories of all the cool stuff you saw. If you did not make it to Airventure, come to the meeting to get the scoop from those that did.

Happy flying.

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A “wearable” LSA aircraft?

by Mike Francis

One of the most intriguing small aircraft at the Golden West Fly-In was an aircraft not much bigger than the large scale airplane models buzzing around in the absence of the Warbirds on the Sunday – a diminutive single-seat Hummelbird, owned by Bill Crowle.

So, while I was back home in Indiana for a couple of weeks, I took a day off from the ‘honey-do’ list, and headed a couple of hours north, to the factory.

There’s not much above corn level in Bryan, OH – apart from the buildings at Williams County Airport that is, home of Hummel Aviation – so I was able to home in on the factory location easily.

Morrey Hummel passed away earlier this year at the tender age of 91, but the latest of the lineage – the Hummel H5 – lives on.



At Golden West

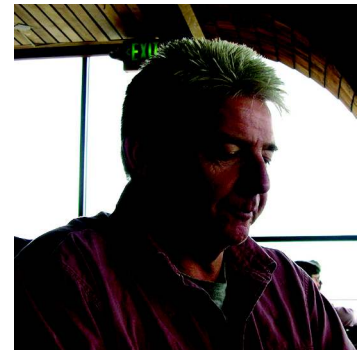
The design dates back many years, but visually the bubble- canopied version looks every bit as fresh as this years crop of expensive LSAs at OSH.

Morrey suffered a flying accident later on in his career, and was lucky to survive. Fittingly, he christened his own, personal aircraft ‘God’s Gift’. So deferring to the biblical theme, the original Hummelbird begat the Ultracruiser,

the Ultracruiser begat the Ultracruiser Plus, and the Ultracruiser Plus begat the H5. Now, with the H5, taller, heavier pilots can be accommodated, and no need to saw off two of the four VW cylinders.

Mr. Hummel handed over the running of the company to Terry Hallet several years ago, and what a knowledgeable, amiable and engaging character Terry is. Terry was originally a plans builder who ‘teased out’ and corrected the hand-drawn plans issues, and with the help of Mike Ingram, committed the drawings to CAD.

The Hummel is a grass-roots airplane – everything is simple, light, straightforward and honest. Available



Mike Francis



Powered by two cylinders of a hand-propped VW, the owner didn’t so much ‘sit’ in the aircraft, as ‘wore’ it. It certainly drew a lot of interest on the flightline.



One owner was performing some maintenance on his example while I was at the factory – a tri-gear bubble canopied, long-winged version

(cont’ on page 4)

“Wearable” LSA, cont’

as plans, or as a kit, or as ‘materials only’, or as a combination of all three, Terry tells me a scratch-built example can be put together on a ‘beer budget’ in around 1200 hours.



The factory H5 is a taildragger, and sported the side-opening canopy, and lower turtledeck.



So here it is – the personal, affordable, wearable LSA

Livermore Fly-Out Report

by Mark Wainwright

On July 3rd four groups of EAA 62 members descended upon Beeb’s Sports Bar at LVK: Wolfgang came from Palo Alto with three friends, Bert Gilling, John Bunker, and John’s fiancé Sarah; Mike Francis showed up in his trusty open-air Jeep, I flew over the hill with Rusty Wells, and Russ Todd flew in with guest.

The flight over with Rusty was interesting—as members know, it doesn’t take very long to fly from Reid Hillview to Livermore, and that Saturday LVK was unusually busy. Normally there is barely enough time to get the ATIS information before setting up the radios for the tower and ground frequencies. This time LVK was operating a second tower frequency that required us to do a left hand 360° turn in order to give us time to sort it all out. A few minutes later we were firmly planted on runway 25L.

Before meeting at Beeb’s, Wolfgang and his flying partners engaged in some formation flying over the field. After lunch, Rusty, Russ, Mike and I visited Rick Lindstrom at his *First Light Aviation Group* near the airport. Rick and Cory Emberson operate *First Light* as a builder-assist center and Rick is a regular contributor to *Kitplanes* magazine, and Cory compiles the *Kitplanes Directory*. A highlight of the trip to First Light was an examination of Rick’s Corvair-

Reid Hillview Airport Day by Mark Wainwright

I showed up a little late for the Reid Hillview Airport Day, but not too late to catch a glimpse and a photo of the Oakland Raiderettes who graced us with their presence. John Castner and Russ Todd were outside the terminal building helping young people try their hands at building wing ribs, Brian Dal Porto flew overhead in his Marquardt Charger, Wolfgang and others participated in formation flying over the field, and I looked.



Raiderettes: Jennie, Tori, Lytisha and Holly



Brian Dal Porto

Unfortunately, we were unable to host a Young Eagles event because of the EAA insurance problem the chapter has been facing for the last several months.



RV Formation Flight

Livermore Fly-Out , cont'

powered Zodiac XL airplane. Rick was in the process of performing the experimental aircraft equivalent of an AD on the Zodiac wings: some Zodiacs have been lost due to wings departing the airframe in turbulent air conditions. Our very own Martin Hollman reported his review to the Chapter earlier this year, although his conclusions differ from Zenith's in being more attributable to materials, than design.

Rick and Cory also discussed their recently released book, [Pursuing Liberty: America Through the Eyes of the Newly Free](#), a work devoted to the tales of a number of people who have emigrated to America to escape repressive governments in their homelands.

Incidentally, the next Corvair College will be held at Rick's shop on October 1st, 2nd and 3rd. More details in the next newsletter.

Rusty and I returned to RHV via a fuel stop in Tracy; this time Rusty carefully threaded his way through National Defense Airspace over Livermore Lab and the protected airspace south of the Altamont Pass. Apparently, everything worked out okay because I'm here to write about it.

upcoming events, cont'

Corvair College #18

at First Light Aviation,
Livermore

October 1-3—how to convert a Corvair engine for aircraft use.

October General Meeting

Zeke Smith will speak on advanced composite techniques

For Fly-Outs, please RSVP to Mike Francis a few days before the event.

Mike's email is:

m_d_franis@yahoo.com,
or phone him: 510-624-1217

Rumors and Innendo from Oshkosh

-Editor

The EAA Chapter 62 Yahoo! email group allows members (and others, it seems) to post comments about whatever interests them.

Among the comments were... Rusty Wells...there was some discussion that Rusty and his Cessna 182 got wet in the Mississippi River, but a more likely version of the story is that Rusty suffered an electrical system failure, landed safely, and arrived at OSH via ground transportation...John Roush... he's in the fortunate position of having plenty of money for fancy toys, but unfortunately broke one of them in two on the runway at Oshkosh, maybe because he was too low, slow, and tired...Rusty Wells was at the Young Eagles Banquet on Wednesday night with his table of 6 where there were approximately 200 to 300 people present...many homebuilts - more RVs than anything else, no surprise...

How I Installed a CDI in my Falco

by Jonas Dovydenas

This article appeared in the June 2006 issue of the Falco Builders Letter, reprinted with permission

Several years ago my Falco was approaching 1300 hours on the tach. A mechanic I trust told me this is about the time that magnetos begin to fail. Since Slick magnetos cannot be rebuilt, they have to be replaced with new ones. I remember being horrified when I saw what was inside that deceptively sturdy looking black case—little plastic gears going round and round and ancient automotive points madly opening and closing, sending feeble 12 volt pulses through the primary winding, hoping to get the secondary to kick it up to 17,000 volts, if everything worked as it should...



Controllers on firewall

That made me think.

All you ever read in aviation articles is never to bet on the reliability of a magneto, yet I don't know anyone who has had a magneto failure that resulted in an emergency. One fails, the other gets you down at the next airport. So why go to the trouble of installing an electronic ignition? There are many good reasons, all you have to



Closer view

do to find your own favorites is Google 'aircraft ignition'. That was in the beginning for me.

In the end it was out of pure spite. Two new Slicks, worth about \$50 each if there was any economic justice in the world (which any Howard Dean supporter

worth his spit will tell you there ain't) will set you back almost as much as a solid state capacitive discharge ignition system that includes everything you need to bring you into a world that car ignition systems have inhabited for the last 30 years. I don't recall

the last time someone complained to me that the car stopped running because the ignition didn't work. And cars don't have dual systems like planes do.

I don't know about you, but every time I get in my Falco I see the big letters XPERIMENTAL on the side, and I think What can I do today that the FAA doesn't approve of? Well, car ignitions in airplanes was the answer to that question one day about two years ago.

The product I decided on is the Lightspeed Engineering Plasma CDI ignition system. Lightspeed claims that replacing just one magneto will give you almost all the benefits, but because I felt so strongly about magnetos, I could not just junk one without junking my principles. Both had to go.



Winter fun in a Falco

In a Falco there is not much room, or access, for anything until you get past frame 6. While my Falco had more than enough spare wires in the harness, the Lightspeed CDI unit came with its own wires. These would have to be incorporated into the wire bundle running from the engine to past frame 6. Too much trouble for me. A firewall installation looked a lot easier. But it was not recommended. Keep the boxes away from engine heat, said the installation instructions. I called Klaus Savier, the man who developed the product and sells it,

to ask him if he could be more specific about the degree of heat to be avoided. He said his system was on the firewall without any problems, that all the components were stock mil-spec items, that cooler would be, of course, better, but don't worry, be happy, use the firewall if you have room and some cooling air. Or words to that effect.

The problem with mounting the two boxes on the firewall was that it wasn't as simple as putting the Sawsall to my spar when I installed the swing wing. I could just drill some holes in the firewall, which would have been easy enough if I wanted to use wood screws, but I did not. (One reason, among others, is that once you had wood screws showing, their slots all have to line up or you got points off at Oshkosh, by gosh.) I decided to bolt a plate, a doubler, on the firewall in the area on the right side intended for the inverted oil tank, and mount the units to that.

Unless your Falco is still under construction, to get to the back of the firewall you have to remove the instrument panel and the fuel tank. This is not difficult, but a little tedious, compared to, say, flying to Maine on a sunny day for a lobster lunch, and doing a couple of rolls along the way for the crowd of earth crawlers on the top of Mt. Monadnock.

After I took out the fuel tank I found a construction error. The hex heads of the motor mount fasteners were not safety wired, nor did I use one of those locking channels. For some reason the occasional slight tightening of the nut on the firewall side did not turn the bolt as well. So I never knew that I had made a possibly serious mistake until the tank came out. *[Jonas is in error here, there is no requirement for safety wire on these bolts, only on the bolts that attach to the engine. - Alfred Scott]*

An alternative if you are in the early stages of construction is to put both boxes behind frame 6. The equipment is not heavy, including the 5 or 7 AH battery, but it does lighten the nose when the heavy magnetos are replaced by light aluminum sensors. (I have never had a problem with aft CG. The more

the better, is how I look at it. Once I had about 75 lbs. of luggage, two cases of wine, if you want to know, a full tank and my wife on a warm day on a short strip and, guess what, the Falco munched and wiggled its tail like a lazy guppy before deciding to climb. That was all.)

The CDI ignition uses motorcycle spark plugs. If you go to the nearest Harley dealer you can go hog wild and spend as much as \$15 each for platinum wire plugs, if you don't like the ordinary ones for about \$3 each. And I'm not cheap, I just don't like to spend money.

The system is connected to a source of engine vacuum and responds to manifold pressure and RPM, in other words, to engine power. At idle the plugs fire at 42 degrees before TDC. On take-off, the advance is around 28 degrees. In cruise, at 22" of manifold pressure and 2350 RPM the plugs fire at 32 degrees BTDC. Varying the ignition advance according to the manifold pressure makes the engine more efficient.

There are other factors in favor of increased engine performance. The magneto puts out a voltage in proportion to RPM. Thus, to start the engine, one magneto has to have its armature snapped forward to put out sufficient voltage. This is accomplished by springs and levers—another stone age gizmo. Or the "shower of sparks" from a different, equally primitive device.

Electronic ignition, on the other hand, supplies 36,000 volts to a huge spark gap (.037") no matter what the rpm. Moreover, both units use a default setting of zero



Approaching Oshkosh

degrees TDC when the engine is not making vacuum in the intake manifold. Thus, my engine starts in less than one revolution. A bigger spark plug gap, a fatter spark makes for a more positive ignition of the fuel mixture. During a run-up there is no drop in RPM as each side is turned off and on. In cruise, there is a slight increase in engine vibration and a decrease in speed.

The fat spark and advanced firing make possible running the engine on the lean side of peak. This way of operating is not recommended by Lycoming, but it works; the engine runs smoothly (up to a point where the first cylinder begins to missfire) and all the temperatures drop significantly. For me, with my IO-360, there is a slight speed penalty to operating lean of peak, but a big gain in how much expensive burned avgas goes out the exhaust pipes.

Lightspeed does not recommend using an existing Bendix starter/ignition switch. You may recall that the ignition switch disconnects the P-lead from the magneto. The CDI unit is the other way around—a connection must be made, not broken. Despite frowning on it, Lightspeed tells you how to re-wire the Bendix switch so it works with its unit. I consider that to be a big plus for anyone with a standard Sequoia panel. I didn't see a nice way to replace the Bendix switch with two toggle switches and a push button somewhere else on the panel. Taking the Bendix switch out would also leave a big hole, though I suppose it could be left in place and only used as a starter switch.

But there is an elegant solution to installing the ignition read-out panel and emergency battery switch. The marker beacon bright/dim switch (S26) is in my panel but not used. It is a transfer switch. Next to it is an orange light, also not used but intended for the marker beacon, which I don't have. Next

to S26 there is enough room to install the small readout panel that displays the ignition advance of each unit in degrees, manifold pressure, and RPM. It's an accessory worth buying since it is one of the best features of the system. With it, you can read spark advance of each unit within one degree of resolution, and the information is available in flight. It's a very cool setup.

In the "down" position of the switch, the current flows from the main electrical system, through the Bendix switch to the left ignition unit. When the switch is flipped up, current flows from a small five AH battery and powers the right side unit, the orange light next to the switch, and the Davtron. I did this because the Davtron temperature indicator unit also displays voltage and draws very little current. With the electrical system shut off, I have over one hour and thirty minutes before the battery crashes. I can tell you from having done it—the Falco flies almost as smoothly as with both sides firing. I have flown this way and after an hour the battery the voltage had gone down to 11.2 v. According to Lightspeed Engineering, their system will work from four to 32 volts. According to the specs of the battery, after it discharges slowly down to 10.5 volts it will drop to four volts almost immediately. This battery is connected to the main electrical system through a diode, thus allowing it to accept a charge from the main system, but blocking a discharge back into the main system when all power is shut off.

Lightspeed Engineering provides a choice of ways to generate the primary ignition signals: mounting a magnet on the engine to sense a small piece of metal bolted to the flywheel or installing the so-called Hall Effect sensor in place of the magneto. These are small aluminum cylinders that go in place of the mags and are held by the existing mag clamps. This made sense to me and that is what is in my Falco.

These units have a little green light on the back which lights up when the timing is correctly adjusted.



On Final

These units come without a drive gear, so you have to take the drive gear off the magneto. The magneto with the impulse coupling mechanism has a different gear that can't be used. A gear from Lycoming will set you back—you wouldn't believe it if I told you. But a junkyard in Arizona had a gear with a little surface corrosion on several of the teeth for \$35, which is just as outrageous since the surface discoloration made that gear unairworthy. The rotating magnet in the Hall effect sensor has very little mass, unlike the junk grinding away inside a magneto, so I decided I was comfortable in assuming the gear from the junkyard would last longer than I would. And, of course, the gear on the other unit was like new—an acceptable plan B as far as I was concerned.

Conclusion. The engine starts more easily, there is a slight increase in power during takeoff (a steeper climb), the engine runs a little more smoothly, the cylinder temperatures are lower. I have enough data to quantify a comparison from a number of test flights, but frankly, I don't have much enthusiasm (never did) for organizing the data into a presentable narrative, but the system works as advertised. Lightspeed Engineering has a good website (www.lightspeedengineering.com) as do some of the other vendors. It's worth reading all the information before committing to a new way of thinking about your Falco's ignition.

The quality of the components is good, the installation instructions are okay but nowhere close to what you we are used to from Sequoia. There were occasions of minor confusion on my part but when I called Klaus Savier, the man who makes and sells Plasma CDI. He did not always seem very interested in deconfusing me. Perhaps dim instruction manuals generate dumb questions.

Missing-Man Flight

by Don Von Raesfeld

On July 5, 2010 I received an e-mail from Ron Knight. Ron is a lifetime EAA member who lives in the Seattle, Washington area. He got my name and e-mail from our Chapter website. He told me his father, William R. Knight, had recently passed away at the age of 92. William had been a lifelong pilot. He had flown B-24s in WWII and then made a career flying for United Airlines starting in DC-3s and finishing in DC-10s. Ron told me there would be a Memorial service for him on 7/10/2010 and was wondering if there might be a way to arrange a flyover with a couple of aircraft during the service.

I contacted Paul Marshall with Ron's request and he contacted members of his formation flying group the, "Beech Boys," and along with the help of Mark Kadrich, had a 5-ship Missing-Man Flight lined up by Friday morning. Now we had to hope the weather would cooperate.

Paul thought it might be helpful to have a ground-based handheld radio to relay local weather conditions or a possible delay in the service. I was planning on attending the service to meet Ron and offer him my condolences. Paul offered to supply me with a handheld radio and was glad to help out. Paul said they would be holding their pilot briefing in the RHV Terminal at 10:00 AM on Saturday morning, July 10.

On Saturday I met Paul at RHV, picked up his handheld and sat in on the pilot briefing. Paul was Flight Lead and conducted the briefing. He was very thorough and professional. He covered everything. They decided on a V formation. The Missing-Man Flight consisted of:

Flight Lead Paul Marshall flying a Bonanza out of South County

#2 Jamie Courtney flying a Bonanza out of San Carlos

#3 Reinhard Jarschka flying a Debonair out of Angwin

#4 Bob Mackey flying a Lancair out of RHV

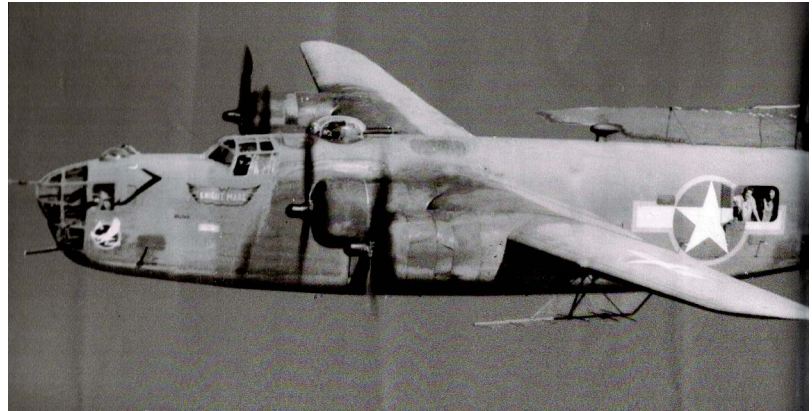
#5 Christian Goetz flying a Cirrus out of San Carlos.

At about 10:20 AM I left for the cemetery. I arrived about 10:50 AM and introduced myself to Ron and offered my condolences.

The service was supposed to start at 11:00AM and the Missing Man Flight was scheduled for 11:15AM. Thanks to Paul's planning I was on the ground with a handheld radio. At 11:10AM Paul checked in and said they were ready to begin their approach. I was able to tell them to hold due to a delay. Ron's youngest brother had not yet arrived, and he was still 10 or 15 minutes away. He arrived about 11:30AM and I called Paul and told him 5 minutes. The people started to head for the seats but Pastor



Steve Steele told them they were going to do something a little different and asked them to gather in a circle. About this time Paul called and said they were 50 seconds out. At this time you could hear the drone of the engines and soon all 5 aircraft appeared in a V formation. As they passed abeam of the gathering, #2 Jamie, pulled up and out of the formation. Everyone was surprised and impressed by what just had occurred and all thought it was a most appropriate way to honor William R. Knight. The gathering then made their way to the seats and Pastor Steve Steele read some scriptures and then opened it up to the family for their thoughts. The first thing brought up was the Missing Man Flight, how fitting it was, and how did Ron make that happen. Ron had kept it a secret from everyone except the Pastor.



B-24 Knight-Mare

I am honored to have had a small part in William R. Knight's Memorial. He was one of our Nation's "Greatest Generation".

I would like everyone to know a little about William R. Knight, and I asked his son Ron if he could write up some information. The following was written by Ron Knight:

"Thank you for the Missing Man Fly-over for William R. Knight on July 10, 2010.

"Bill Knight was born in Parkville, Missouri, in 1917. He apparently saw Lindberg in Kansas City on "Lucky Lindy's" ceremonial tour of the United States after flying to Paris in 1927. Early on, Bill was smitten by the exciting and burgeoning world of flying.

"After graduating from Park College in 1939, he joined United Air Lines in Oakland/Alameda as a Passenger Agent (UAL was flying Boeing 247's) while taking flying lessons and trying to join the Army Air Corps. He was married in 1941 and, after December 1941, he was accepted into the Air Corps. He trained in Arizona and Louisiana, starting in Stearman PT-13s and working toward bombers, anticipating an airline career. His training planes included, among others, Vultee BT-13s, Cessna AT-8 "Bamboo Bombers" and Beech AT-11s.

"He was selected to be part of a new Bomber Group that was sent to a newly constructed air base in the Galapagos Islands, to patrol the Western Pacific and protect the U. S. West Coast and the Panama Canal. He was Flight Operations Leader and his B-24D was named "Knight Mare". He received the Air Medal, among others. He continued in the Air Force Reserve and retired as a Major in 1961.

"He returned to United Air Lines in 1945, training in Denver and then was stationed in Seattle as a co-pilot in DC-3s, -4s and -6s. He transferred to the New York area, and became Captain, flying the DC-6, Convair 340, Boeing 720, Sud Aviation Caravelle, B-727 (as Flight Manager) and finally the DC-10. He finished his airline career flying DC-10's out of SFO. The landing of his celebratory final flight for United was so smooth that the passengers did not realize they had landed until the thrust reversers deployed!

"While living in New Jersey, he owned a Beech Musketeer, and flew his family to Maine for skiing, as well as to air shows and other destinations. He attended the EAA Oshkosh Fly-in in the 1980s.

"His oldest son, Ron, was an Air Explorer Scout and participated in rebuilding a 1942 Piper J-3. Once it was built, Bill was one of the flight instructors for the Scouts, and stood proudly by as Ron, age 16, soloed an Aeronca Champ. Ron continued his interest in aviation, was a USAF Flight Surgeon (in F-4s over Viet Nam and F-106s at Hamilton AFB) and a Lifetime EAA Member. Bill was rated in all aircraft

types except helicopters. At age 77, he and a friend piloted a Cessna Cardinal from California to Guatemala and back to participate in a church mission project.

“After retirement from UAL, he was Flight Operations Manager for a 5-plane air service (including a Queen Air and Cessna 206s) in San Jose, which flew photo film from the Bay Area to Burbank for processing. He related that one of his few, but scariest, flying occurrences was a solo night flight to Burbank when all the instrument lights went out and he finished the flight and landed while holding a pen light in his teeth.

“Several old WW-II bomber pilots and former United Air Line pilots attended Bill’s Internment and Memorial Service in Saratoga, and they were especially touched by the fly-over and its significance.

The ministers (retired and current) of Saratoga Presbyterian Church were impressed by its uniqueness and meaning. The Air Force Honor Guard, with the flag ceremony and playing of Taps, was additionally moving.

“We, the members of Bill Knight’s family, want to thank Lead Pilot Paul Marshall, as well as Don Von Raesfeld and Mark Kadrich, and the members of Nor Cal Beech Boys formation flying team, and EAA Chapter 62 for contributing to our Memorial Tribute to a lifelong and consummate pilot, William R. Knight.”



Bill Knight’s son, Ron



Speed Canard at Reid Hillview

Membership Notes

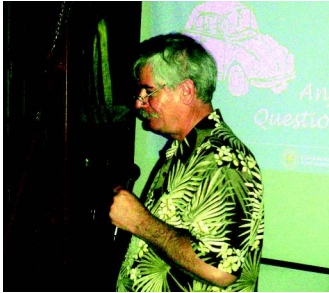
by Donald Von Raesfeld, Jr.

Membership Chairman, 408-507-0951

Our July meeting was an FAA WINGS SEMINAR. The meeting began at 6:45pm when President Wolfgang Polack called the meeting to order. After taking care of Chapter business Vice-President John Castner introduced Guy Minor. Guy is from the Oakland Flight Standard District Office and spoke to us about lessons learned from investigating experimental aircraft accident. He covered five different accidents involving homebuilt aircraft. It was a very informative presentation.

There were about 40 people who attended the presentation. Of these many were Chapter members and several past members. One of the past members, Ernest Chen brought a friend along, Tahmores (Tom) Gholamipour. Ernest told me he plans to rejoin the Chapter and his friend Tom, although not flying, is also interested in joining. I hope to see them at future meetings as members of our Chapter.

Remember, this month our General Meeting will be held on the 2nd Thursday August 12, due to Oshkosh. The meeting will start at 7:30pm with hangar flying and hot dogs from 6:30PM to 7:30PM. Hope to see you all there.

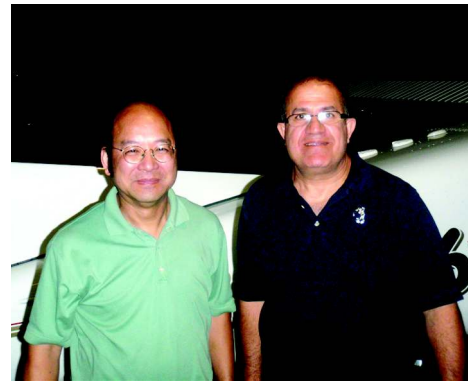


Guy Minor

I would also like to thank Chapter member Paul Marshall and Reid-Hillview Airport Association President Mark Kadrich for organizing a 5 ship Missing Man Flight on such short notice. The flight was in honor of William R. Knight, a lifelong pilot and one of our Nations Greatest Generation. The Memorial was held on July 10, 2010 at the Madronia Cemetary in Saratoga. See the full story of this flight and learn

more about the man it honored elsewhere in this issue.

Donald R, Von Raesfeld

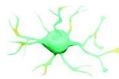


Ernest Chen and Tom Gholamipour

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