



The Intrepid Airmen



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UPCOMING EVENTS

Monthly Meeting, August 11
Aerodynamic Aviation
Hangar

EAA Chapter 62 Board Meeting

August 18 at 7:30 in the Terminal Building, all welcome.

Young Eagles at RHV

August 13, please come and help
Chapter Meeting at Rusty Wells's house

September 1—come visit Rusty's Seawind project

Watsonville Air Show

September 2 through 4

Palo Alto Airport Day

September 10

August Event: Share your AirVenture Stories

The Chapter is asking members who visited AirVenture at Oshkosh and/or Arlington to share their observations, comments, and photographs. We are also expecting to hear from the two students we sponsored to AirVenture Academy.

This month's meeting will be held in the **Aerodynamic Aviation** (formerly Amelia Reid) hangar. Please make sure to come to the right place.

Andy Werback wins Bronze Lindy at Oshkosh!



**Andy accepting the Bronze Lindy trophy for kit-built aircraft.
Congratulations, Andy.**

EAA Chapter 62's August meeting will be held at the Aerodynamic Aviation hangar.

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

It's AirVenture time and some of you may read this in or on the way from Oshkosh. It's the obvious place to find out about anything new in aviation. So if you did not have a chance to go this year, come to our August meeting and hear about some of the things you might have missed. Some of the members who went will talk about their experience. One of the big things that is happening at AirVenture this year is that Mark Wainwright, our newsletter editor, will be given an award for his efforts. Five awards will be given but which one goes to our Chapter is kept a secret until the awards ceremony. In any case, congratulations to Mark for a job well done.



Did anyone go to Arlington? Come to the August meeting and tell us what you saw there. Sometimes interesting planes appear in AWO that don't make it to OSH. Last year, for example, I saw a rather unique seaplane design in Arlington (see brief story elsewhere in this newsletter).

Unfortunately work and personal obligations keep me from going on the aviation pilgrimage this year. If you're in this situation and need your flying fix, consider helping out at our Young Eagles event on August 13th at Reid-Hillview or head out to Santa Rosa a week later. In September, all weekends are packed with aviation events, starting with Watsonville on September 2nd through 4th, the Palo Alto airport day with Young Eagles and a NASA display on September 10th and the Reno air races one week later.

Save some avgas for our chapter picnic on September 24th. We'll try something new this year: "Bald Eagle" rides for our not-so-young eagles. This will be a potluck at the Reid-Hillview airport where the chapter provides burgers, dogs, soft drinks and water and members bring the rest.

The June meeting at John Castner's house was quite popular, so we'll do it again in September. This time we'll visit Rusty Wells's place and check out the progress of his Seawind project. Rumors have it that things are moving rapidly. Several years ago we visited Rusty's project, so the old-timers will be able to judge the progress.

Safe flight,

Wolfgang

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Andy's award-winning Lancair Legacy

We're hoping that Andy will give us details of his experience at AirVenture on Thursday night.



Andy speaking with NTSB Chairman Debbie Hersman

50 Hours to Oshkosh, by Mark Wainwright

I made a last-minute decision to attend AirVenture—I bought my ticket on Thursday afternoon for a Friday morning departure to Milwaukee. The basic premise was that all immediate business problems were put to bed and that I could spend a long weekend in Wisconsin hanging out with Rusty Wells and Bob Meuse. The Chapter had been notified that that I had won a Newsletter award, and since the last trophy bearing my name seems to be a “sportsmanship” sailing prize from 1965, it seemed like a good idea to pick up the plaque in person before another 46 years elapses.

The best-laid plans etc. etc... as I was on the jetway ready to board a Delta flight to Minneapolis, I received a phone call telling me that my presence in San Jose at 9 AM on Monday morning was required. So my trip to Oshkosh was a classic turn and burn: I arrived too late on Friday for dinner with Rusty and Bob, and departed Oshkosh at 3:15 AM on Sunday morning for a 6:40 flight home.

Still, it was a fun trip and Rusty and Bob were very kind to include me on their piece of Astroturf in the YMCA at Oshkosh. The sleeping set-up was an interesting arrangement: the “Y” had turned its indoor soccer field into a covered, air-conditioned, camping zone, and a number of people brought their families

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and set up tents inside. The awards breakfast was good despite the scrambled-eggs-from-a-carton, and it was heartening to learn that EAA membership has grown in the last year, despite our weak economy and the many challenges facing General Aviation. I received a third-place award (my mother



Gweduck plans-built amphibian
The airplane is named after a Puget Sound bi-valve

asked why I didn't get first), and then spent the day wandering up and down Wittman Airport checking out everything I could cram into a small piece of time. It's big and there's no way one can look at everything that's interesting.

A few things were particularly noteworthy. I was looking forward to seeing "Fifi", the only flying B-29, mostly because of its rarity. AirVenture attracts all the cool planes, and P-51s, Bearcats, SeaFuries, and FW-190s are very cool in a purely aeronautical way. In contrast, the grey B-29 exemplified the awesome unpleasantness of war. It's something we can easily forget while admiring all the warbirds. This thought was punctuated by the re-enactment of Doolittle's raid over Japan in 1942 with B-25 Mitchells.

Thoughts of warfare aside; it is incredibly exciting to view the acres and acres of

homebuilt aircraft. Naturally there were more RVs than anything else, and there was a sizable showing of Lancairs and Sonexes. I spent a little time talking with the guys who had built the "Gweduck", a twin-engine amphibian that shares more than a passing resemblance to any number of Grumman amphibians. The builders are the originators of the Ellison throttle body, and they built the airplane right down the field from where Boeing assembles the 737. The workmanship was superb and I was surprised they didn't win top prize for plans-built aircraft. That honor went to a Falco constructed by Charlie and Bill Nutt, a father-son team. Charlie, the son, is an airline pilot who lives in Delaware. In his spare time he built small assemblies that he sent on to his father in Minnesota. The plane first flew in 2007 after 13-years of building and had made a previous appearance at AirVenture. Bill told me that they built all the wood parts, including the single-piece wing spar. I promise, that is a daunting task.



Simulating the Doolittle Raid

I visited the booth of *la Rêve Bleu*, the project to build a flying replica of the Bugatti Racer, an article about which we printed a few months ago. The organizers say they hope to fly the replica this summer, but it seems that they have at least another year of work. Among other shortcomings, there are no engines and the complicated gearbox was not on display. For reasons of cost, availability, and power, the team has chosen Suzuki Hayabusa motorcycle engines. The Bugatti uses a mostly-wood construction similar to a Falco, so it will be quite fascinating to follow the progress of this project.

(cont' on page 5)

Late in the afternoon a very sharp squall line came through right in the middle of Sean Tucker's aerobatic performance. For a few minutes it looked like all tents on the airfield would become flying objects, but the storm quickly dissipated and things returned somewhat to normal.

On Saturday night Rusty, Bob and I returned to the airfield to view the pyrotechnics. These were probably the best fireworks I've ever seen, but here's a helpful hint for next year: sit close to the homebuilt parking and you'll get a superlative view. My only complaint was that the firework people set the show to Edvard Grieg's *In the Hall of the Mountain King*, which I don't like under any circumstances.

A little more time in Oshkosh would have improved the trip tremendously.



F-16 off the end of runway 36

Single-Seat Floatplane Spotted at Arlington in 2010, by Wolfgang Polak

One of the most original planes at Arlington was a floatplane, really a speed boat with wings attached. Paul Weston's Sea-era is a single-seat twin-tail floatplane powered by a Rotax engine.

The hull is very wide and works as a lifting body in flight.

Apparently it is necessary to adjust the angle of incidence of the wing from the water position, where the pitch angle is determined by the hull, to the in-flight position, where you want to match the angle of the fuselage. To make this happen, the whole main spar is designed to rotate. If you look closely, the trailing edge of the flap is attached to the fuselage. So when the main



spar rotates forward, the trailing end of the flap stays put, increasing the camber of the wing.



NINER'S FIRST FLIGHT, by Don Von Raesfeld

On July 9, 2011 I took my dog, Niner, with me to the Young Eagles Event at South County. He turned 22 months old that day and he is very good with people so I wanted to let him help me escort kids to the aircraft. Eighty kids had registered for the event but only fifteen showed up along with four walk-ins. I believe the accident in Watsonville two days earlier had a negative effect on the attendance. Those who did fly and became Young Eagles all seemed to enjoy the experience.

Around 1:00 PM Wolfgang asked Paul Marshall if he wanted to practice some formation flying. Paul said yes and asked me if I wanted to come along. I told him I'd love to but I had Niner with me and I couldn't leave him alone. Paul asked if Niner would be OK in the plane. I told him I thought he would be as he



Niner and Paul Marshall

rides well in my van but I wasn't sure as this would be his first flight. Paul said we could try it.

We walked out to Paul's aircraft and put Niner in the back. I climbed in after him to be with him in case he had a problem. He was fine through startup, taxi, and run-up. Paul was number two in the flight with Wolfgang as lead. We followed Wolfgang into the air. As we broke ground Niner became a little nervous. At about 300 feet AGL he got off the seat and made himself comfortable on the floor by my feet. After we leveled off at about 2500 feet and were on Wolfgang's wing I was able to get Niner back up on the seat. He didn't seem to be nervous anymore.

Niner did well throughout the flight. After about thirty or forty minutes of formation including some

breakaways and rejoins and a lead change it was time for Wolfgang to head back to Palo Alto. Paul then returned to South County and made a nice landing. After landing I asked Paul if he would take a picture with Niner since he was Niner's first pilot. Paul said Niner was his first K-9 passenger. After taking the picture we walked back over to the Young Eagles Tent and relaxed for a few minutes. Niner laid down by the table and relaxed too. I asked Janet if she could print out a Young Eagles Certificate for Niner which she did. Paul then suggested we take some photos of Niner in the cockpit. We walked back to Paul's plane. I climbed up on the wing to get into the plane and coax Niner into the cockpit. Paul helped Niner up onto the wing and Niner jumped right into the cockpit and into the left seat before I could get in. Niner had no fear of the plane now. I got into the right seat while Paul took some pictures of Niner in the left. We had a great time that day. Thank you, Paul, for taking Niner for his first flight. I know now that when I finally get current again I will be able to take Niner flying with me.

If you want to see more photos of Niner's First Flight and you are on Facebook check out this link.

<http://www.facebook.com/home.php#!/photo.php?fbid=134208413328914&set=a.134208379995584.34548.100002192681582&type=1&theater>



Membership Notes by Donald Von Raesfeld, Jr.

Membership Chairman
408-507-0951

We had another good meeting in July. Wolfgang Polak gave a very interesting presentation on flying in South Africa. In 1999, Wolfgang and his wife Gudrun traveled to South Africa where they rented a Cessna 172RG in Johannesburg and spent three weeks flying around southern Africa. His presentation covered African wildlife and the special considerations of flying in Africa. He had some great pictures to go along with his talk. It appears they had a very interesting and enjoyable trip. Thank you, Wolfgang.

To those of you who have not attended a Chapter Meeting in a while you are missing out on some great presentations and topics. Our next two meetings should also be well worth attending. This month our meeting will be held on the second Thursday, August 11. It will feature reports from AirVenture by chapter members who were able to attend this event and also the two candidates we sent to the AirVenture Academy. Location of this meeting will be at Aerodynamic Aviation instead of the RHV Terminal building.

Our September meeting will be held at chapter member Rusty Wells's home in Santa Clara. Rusty will be showing us his Seawind project and answering any questions you may have. Make plans to attend these upcoming meetings. I'm sure you will not be disappointed and it will be time well spent. Hope to see you there.

On July 9 our Chapter held its fourth Young Eagles event of the year. We had an excellent turnout of volunteers with eight pilots, seven aircraft and one helicopter, and lots of ground help. The only thing missing were the kids. I think the Watsonville accident two days earlier had a great deal to do with the extremely low turnout. We had eighty kids signed up but only fifteen of them showed. There were also four walk-ins and my dog Niner for a total of 19 Young Eagles and one Honorary Young Eagle. You can read about Niner's first flight elsewhere in this newsletter.

Our next Young Eagles event will be at RHV on August 13 from 10:00 AM to 2:00 PM. As always, we need both pilots and ground crew. IF YOU CAN VOLUNTEER AND HELP OUT THE Chapter let our Young Eagles Coordinator, Russ Todd, know.

Mark your calendars now for September 24. We will be holding our annual Chapter Picnic starting at 11:00 AM at RHV. Members are urged to bring their aircraft and share rides as well. It should be a fun time for all.

Current membership in our Chapter stands at forty-seven. This is down from last year by fifteen. As mentioned before chapter member Konstantin Blank has donated a transceiver to be given in a raffle at our December Meeting/Holiday Party. All new members and any member who brings in a new member will be entered into the drawing.

Congratulations to our Newsletter Editor, Mark Wainwright. Mark has received an award from EAA National that was presented during AirVenture. Congratulations again, Mark.

Don Von Raesfeld, Jr.



AirVenture Photos, by Mark Wainwright



World Altitude Record Holder LongEze

There was no explanation about how he reached that height.

Grumman TBM of the type George
H.W. Bush flew



Bill and Charlie Nutt with their Grand Champion
plans-built Falco



Details of the Bugatti replica wing and elevator



The last Cessna 310D used in the "Sky King" television series, for those of us with long memories

Very rare Twin Navion





C-47 (DC-3) over runway 36

1935 Waco YKS



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The Editor intends this page to be blank.

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Address Label is **RED**,
time to pay your dues.



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