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### UPCOMING EVENTS

#### August Chapter Meeting

**August 9. Reports from Oshkosh,**  
Terminal Building

#### Chapter 62 Board Meeting

**August 16** at 7:30 PM in the Terminal  
Building, all welcome.

**August 11-13, Boonville Fly-In,**  
Boonville, California, <http://avcsd.org/airport.php>

**August 18, Young Eagles Event,**  
Reid Hillview Airport.

**August 18 - 19, Wings over Wine  
Country Airshow,** [www.wingsover-winecountry.org](http://www.wingsover-winecountry.org)

**September 6, General Meeting.**  
Vice President is working on an  
idea.

#### Harris Ranch Fly-Out

- date is still to be determined

## August Event: Oshkosh reports!

Oshkosh 2012 has been an exciting year for Chapter 62: Russell Todd won the Young Eagles Award for his excellent performance as the coordinator who put the most young people in up in the air with their EAA pilots. Andy and Sam Werback made a repeat appearance with their Lancair Legacy. Last year, Andy and Sam won the Bronze Lindy; this year the prize was the Gold Medal for outstanding kit-built aircraft, Oshkosh Grand Champion. Although Russ was unable to pick up his award in person, there were several Chapter 62 members in attendance, including Rusty Wells, John Gould, Steve Plyler, and Max Trescott. The Vice President is hoping for reports from some, if not all, of these members at the August general meeting.



Oshkosh winners Andy Werback & Russ Todd  
surround perennial winner Max Trescott

**EAA Chapter 62's April meeting will be held at  
the RHV Terminal Building**

Everyone is welcome, and please bring friends

6:30 PM General Meeting  
7:30 PM Presentation

## Editor's Notes, by Mark Wainwright

After getting my pilot's license in March, it seemed like the right thing to round up someone to go flying with me. I started by asking people who had their pilot's licenses with the thought that if anyone was going to be spooked he (or she) would be able to grab the controls and stay alive. That didn't work, so I Shanghaied my son, Max Wainwright, for a flight to Half Moon Bay. One might imagine (accurately), that Max is pretty precious to me, so I was confident that we would get there and back without a problem.



no, not a 2012 photo

The weather on the day of our flight was marginal—the usual summer conditions for the coast, but the forecast called for clearing by the time we could expect to arrive at HAF. On departure from Reid Hillview Half Moon Bay was still showing MVFR, so I figured that we would fill the airplane with fuel and have the ability to fly there, check out the conditions, and have another 5 hours of fuel remaining. As it turned out for us, the low clouds receded from the coast to give us a solid VFR approach, but one with a beautiful marine layer lying right off Point Pillar.

My expectation on our return trip was that we would contact Bay Approach near the Woodside VFR and get handed off the San Jose tower for a straight shot to Reid Hillview. I called and no one answered. Several times. At that point I thought I would steer clear of the Bravo and Charlie airspaces and call the San Jose tower when I was near Saratoga. I called; they did answer and told me to call Bay Approach. Has anyone else run onto this situation? At that point I gave up and decided to fly under the SJC shelf and approach Reid Hillview from the south. It wasn't ideal because the floor of the SJC airspace is 1500' near the San Jose Fairgrounds, but that seemed better than a long circuit near San Martin. It worked out



for Aerodynamic Aviation: our round trip took 1.8 hours on the Hobbs meter.

In any case, we had a terrific time and I'm looking forward to flying with Max again soon.

Max Wainwright

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## Oshkosh 2012

### by Andy Werback

Our first visit to Oshkosh was in 2002, the 50th anniversary of EAA AirVenture. We took the California Zephyr train to Chicago, drove to Oshkosh, and camped at the Circle R. We joined EAA for the first time. 10 years later, 2012, was a whole different experience.

The trip to Oshkosh started off a half day early due to lingering morning fog. We left Thursday afternoon from Santa Rosa for a stop in Logan, Utah (KLGU). They were having a \$1 off per gallon special for everybody going to and coming from Oshkosh. We stayed the night and had a good time exploring the town. (Try Gia's for some good Italian.)

Next morning we were off to Torrington Wyoming for fuel and then a big stop at Madison, Wisconsin (KMSN, class C). Sam picked up the rental car from there - it's only 60 miles or so to KOSH. The FBO was very helpful, and we had a good weekly car rental rate from Enterprise.

Since we went a day early just to make sure we could work with the weather, we had a day to explore. This time we went west to the International Crane Foundation in Baraboo, Wisconsin. They have at least one pair of every species of cranes from around the world. We saw



Grey Crowned Crane

Sandhill Cranes grazing in the area. Then off to what appears to be Wisconsin's Disneyland—The Wisconsin Dells. Great place to take kids. We did the wagon trip into Lost Canyon.

As you remember, we had a lot of good feedback from last year when we were awarded a Bronze Lindy. We'd made about 20 fixes and improvements to the airplane, trying to make every detail at least presentable. So we spent a few hours cleaning and prepping it for the judges. They started coming by Monday. Apparently there were about 100 more planes to be judged this year than last, and they kept pretty busy.

Tuesday and Wednesday we attended a couple of the NTSB presentations hosted by Rod Hightower and NTSB Chairman Deborah Hersman. We met the Chairman last year when she was visiting the homebuilt flightline, and she remembered that. So we had a nice chat (see [http://www.eaa.org/govt/default\\_Sept\\_2011.asp](http://www.eaa.org/govt/default_Sept_2011.asp) for last year's quick meeting). The NTSB safety study produced 16 safety recommendations for all you guys transitioning to a new amateur built airplane or contemplating doing your own first flight, and I think the recommendations are pretty relevant, based on the statistics and research they did.

Wednesday evening was the Main Event. I was there to pick up the Young Eagle Coordinator of the Year award for Russ Todd. I thought this would be like the Chapter Leaders' breakfast – just walk over and pick up the award, sit down. Nope. No Way. This is a BIG DEAL. It's a dinner for well over 1000 YE volunteers hosted by Brian O'Lena. Key presenters were Capt. Chesley Sullenberger and First Officer Jeff Skiles. Michelle Kunes, YE Administrator, set us up with a table for 10, so I tried to get a few of our volunteers to attend. We wound up with Sam and Andy, Paul Marshall and his brother in law, Jim



Andy receives Young Eagle Award for Russ Todd from Capt. Skiles and Sullenberger

Thomas and friend Becky from EAA 1337 (Columbia), Steve Plyler, and Keith Thomassen, a Lancair pilot and author with whom we share a house. We also ran into Terri Gorman and Rusty Wells. But, since we only had 8 known people for the table, Michelle put Sully and his spouse Lorrie at our table. That was incredible; it was great to be able to talk with them one-on-one for a while.



Dinner w/ Capt and Mrs. Sullenberger at the YE banquet

Then Brian did a little biography on each award winner, Sully and Jeff presented the awards, and everybody gave a little acceptance speech. I commented on how Russ became our coordinator after his wife passed away about 5 years ago, and it seemed like being the coordinator would be a great way to focus some of his time and energy. Thanks, Russ!! Well Done! (This is a tough award to get).

We attended a few more talks, got some autographs from the two Doolittle raiders (Lt. Cole and Sgt. Thatcher, both well over 90), heard a talk from General Dan Cherry on how he shot down Vietnamese pilot Hung My (MiG 21) and, many years later, met him in Vietnam and subsequently became good friends. I was impressed when General Cherry introduced himself to us while we were in the Warbird EAA store. These days he is organizing the Aviation Heritage Park in Lexington, Kentucky, where they have the same F-4 that he flew restored and on display.

Friday morning there were more judges swarming around. Then the long wait till about 5 PM. While we were hanging around, we even had a few judges come by just to chat or say goodbye. That was interesting, they don't normally do that. Then, voila! A White Envelope. How about that. Silver or Gold? So we decided to stick around till Sunday and go to the awards presentation on Saturday. Saturday we got up late, went out for breakfast, and after a while, wandered over to the airplane. We'd been talking to many, many people during the week. (They seem to like Lancairs and especially the nice clean paint design and finish by Don Barnes and Juan Solario at T&P. Yes, that's a plug). Anyway, as soon as we got to the airplane and turned on the cell phone, we were under attack. They wanted to do a video interview. OK, but then Bud Davisson calls and whisks us over to the briefing



NTSB Chairman Deborah Hersman presenting the NTSB experimental amateur-built safety study results

room—they want to schedule an air-to-air photo flight, and he wants an interview for his column. Well, we got the interview and pictures done, did the video interview (hope they edit the heck out of it), and things finally calmed down. Since we already have air-air pictures from Chris Luvara, we wiggled out of that.

So Saturday evening we all show up at the Homebuilt Hangar. Lots of good awards to be presented. We had visited one Cozy



Grant family from Reid Hillview

that was 20 years in the making, and it was a work of art. It took Gold in the Plans-Built category. We got Gold in the Kit-Built category. Can you believe it? I'm still working on it. Apparently there were 4-5 airplanes in the top group, so it was a good competition, but I still can't believe it.



friends of the Werbacks from Oregon

Andy with Capt. "Sully"



with Greg Read....and Sam!



## Young Eagles Rally #3 by Russ Todd

Young Eagles flew at Reid Hillview Airport Day on Saturday June 23<sup>rd</sup>, 2012.

In case you didn't know, it was quite a day: the weather was beautiful as the morning passed and the 1800-foot broken clouds over the mountain on the west dissipated. The crowd was big, lots of kids, and all had a good time. A big thanks goes to everybody for a great job well done.

Can you imagine that fifteen pilots made a total of 72 flights to fly 161 Young Eagles? That means on average 5 flights were made by each plane, there were 2.236 kids to each flight, and that each plane carried close to an average of 11.0 kids over the course of a day.

The pilots did pretty darn good by all measures. Bob Leitch flew 24, as did Robert Tucknott, and



Bob Leuten flew 18. Those are some of the higher numbers, but believe me all the pilots did a real bang up job for the day. They had to fly 161 kids for the day.

Just look at the crew that worked throughout the day. Janet and Emma Hinojosa worked the registration, Lisa Bickford assigned pilots to airplanes, and Russ Todd (son) and Jeff West did a great job of hustling airplanes around. The rest of the volunteers did a great job of escorting kids and families to and from the aircraft.

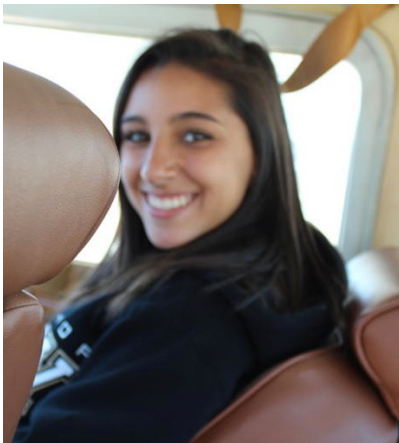
RHVAA fed us all with free burgers, drinks, and chips. Messy I found, but goood.

We started out with the wing ribs in the terminal but soon moved Silvia Andrade and her LULAC members out behind the registration table where the kids, after receiving their certificates, could be directed to the Wing Rib tables.

That worked well. Then Bob Kindlund made a certificate to put on each completed wing rib to acknowledge the builder. A

wonderful idea by Silvia and

designed by Bob. It had the YE symbol on it plus I made a wing Rib at Reid Hillview Airport Day 2012.



**I Built this Wing Rib at  
EAA 62 Young Eagles Rally  
Saturday, June 23, 2012**



UNITED STATES DEPARTMENT OF COMMERCE  
National Oceanic and Atmospheric Administration  
NATIONAL OCEAN SERVICE  
**Monterey Bay National Marine Sanctuary**  
99 Pacific Street, Suite 455A  
Monterey, CA 93940

July 18, 2012

To members of the general aviation community,

When Monterey Bay National Marine Sanctuary (MBNMS) was designated in 1992, a federal regulation by the National Oceanic and Atmospheric Administration (NOAA) was implemented to protect seabird colonies and marine mammal rookeries in the sanctuary from aircraft disturbance. The regulation prohibited motorized flight below 1000 feet MSL within four nearshore zones of the sanctuary to protect sensitive marine habitat. However, the four overflight prohibition zones have not been depicted on past aeronautical charts.

After extensive discussions between NOAA and Federal Aviation Administration (FAA) officials, NOAA agreed in 2010 to change the wording of its regulation to clarify that the 1000-foot delineation in its regulatory prohibition is an altitude disturbance threshold for federally protected marine mammal and seabird communities – not an FAA airspace restriction. In other words, flying below 1000 feet MSL in any sanctuary overflight prohibition zone triggers a natural resource violation – not a flight rule violation.

In response to NOAA's regulatory changes (finalized in February 2012), the FAA is now updating the Los Angeles and San Francisco sectional charts and terminal area charts to advise pilots of NOAA's regulations and accurately display the sanctuary's four overflight prohibition zones along the coast. Since the aeronautical charts will now accurately reflect NOAA's regulations, pilots will be held more accountable for compliance than in the past. Please inform your fellow pilots about these chart revisions.

NOAA has created a web page on the National Marine Sanctuaries web site that describes the summer 2012 changes to several west coast sectional and terminal area charts. Go to <http://sanctuaries.noaa.gov/flight/welcome.html> for a description of chart changes and the reasons behind them.

The following additional resources are also available on-line or upon request to our office:

- For a list of **Frequently Asked Questions (FAQs)** about MBNMS overflight regulations, go to <http://montereybay.noaa.gov/intro/mp/flight/faq.html>.
- For a **large-scale map** of the four MBNMS overflight prohibition zones, go to [http://montereybay.noaa.gov/intro/maps/overflight1\\_lg.jpg](http://montereybay.noaa.gov/intro/maps/overflight1_lg.jpg).
- For a **regulatory description of the MBNMS overflight prohibition zones**, go to <http://montereybay.noaa.gov/intro/mp/regs.html#appendixB>.
- For the **text of the MBNMS overflight regulation**, go to <http://montereybay.noaa.gov/intro/mp/regs.html#prohibitions> and scroll down to paragraph "6".

If you have any further questions about the regulation or chart changes, or if you would like a presentation to your group about this topic, I invite you to contact our office at 831-647-4251.

Sincerely

*Paul Michel*

Paul Michel  
Superintendent



**AUGUST 2012**

Our last general meeting was held on July 5, 2012. A hot dog dinner was served before the meeting by Rusty Wells and Randy Wilde. The meeting was called to order at about 7:45 PM by President Konstantin Blank. Our Young Eagles Coordinator, Russ Todd, gave a report on the Chapter's Young Eagles event held at RHV on June 23 during the RHV Airport Day. A total of 161 Young Eagles were flown that day. However 17 of the forms were not signed and he has sent notices out to those involved, hoping to get them completed properly. If they are not completed, the total will stand at 144 Young Eagles for the day. Russ also asked for volunteers for the next Young Eagles event, which would be held on July 14 at South County Airport.



After Russ finished his report on the Young Eagles, Vice President Mark Wainwright introduced our guest speaker, Max Trescott. Max, a member of our chapter, agreed to speak to the chapter about ADS-B. ADS-B is an acronym meaning "Automatic Dependent Surveillance-Broadcast". He stated that the FAA will require all aircraft operating in controlled airspace to be equipped with some type of *ADS-B Out* by January 1, 2020. There are several benefits to this system:



Max Trescott

**SAFETY**

ADS-B makes flying significantly safer for the aviation community. When using this system both pilots and controllers see the same radar picture. The aircraft must be equipped with an ADS-B In for the pilot to see aircraft on the display.

**NEW SERVICES**

1. Traffic- If using an *ADS-B In* system, a pilot can pull up traffic information on surrounding aircraft. This information includes altitude, heading, speed, and distance to the aircraft.
2. Weather- Aircraft equipped with Universal Access Transceiver (UAT) *ADS-B In* technology can receive weather reports, and weather radar through Flight Information Service-Broadcast (FIS-B).
3. Terrain- *ADS-B In* technology broadcasts the terrain overlay for pilots to view in the cockpit.
4. Flight information- Not to be confused with FIS-B, Traffic Information Service-Broadcast (TIS-B) transmits readable flight information sets as TFRs and NOTAMS to aircraft equipped

with either UAT or 1090ES Squitter ADS-B systems. (Editor's note: the FAA has adopted two data link specifications for the ADS-B system. UAT will normally be used by general aviation aircraft whereas 1090ES will ordinarily be used by high performance aircraft, such as Boeing 787s. In order to make our lives more difficult, the 1090ES spec will be standard many other places of the world, so those of us planning to fly our home-built Falcos to Europe will need to contemplate installing both systems.)

(cont' on page 9)



## FREE SERVICES

There will be no subscription fees to use ADS-B or its various benefits. The aircraft owner will pay for the equipment and installation, while the FAA will pay for administering and broadcasting all services related to the technology.

There will be other benefits to this system, too many to list here.

Max gave a very informative and enjoyable presentation on this subject. He also answered several questions from members of the audience. I would like to once again thank Max for his time.



David Goodin

## MEMBERSHIP

As of July 20, 2012 we have 46 paid members. If you were a member last year and have not yet renewed your membership your name has been dropped from the membership roster and you are listed as a past member. If you are not a member of the chapter you cannot access the "MEMBERS ONLY" section of the website. Membership can be renewed online or by sending a check for \$30.00 made out to EAA Chapter 62. Checks can be sent to me or brought to the General Meeting.

## CAPS AND SHIRT

The chapter now has T-shirts and caps available at all of our general meetings for \$15 each. See me if you are interested in purchasing a shirt or cap.

## YOUNG EAGLES

On July 14, 2012 the chapter held its fourth Young Eagle event of the year. It was a small event held at South County Airport . Two pilots, David Hinojosa flying his Euro Fox and David Goodin flying his Piper Comanche, flew a total of 19 Young Eagles. Both pilots each made five flights. David Hinojosa's Euro Fox is a two-place aircraft while David Goodin's Piper Comanche is a four-place aircraft. David's wife, Janet Hinojosa, took care of the registrations and certificates along with help from their daughter. Ground support was provided by Mark Wainwright, John Castner, Randy Wilde, Jeff West, my dog Niner and myself. Russ Todd coordinated the entire event. Thank you to all involved.

Russ Todd will be receiving the EAA Young Eagle Coordinator award this year at Oshkosh. Russ will not be able to attend but Past President and current Secretary Andy Werback will accept the award for him. Since Russ took over as the Young Eagle Coordinator four (or five? -Ed.) years ago our chapter has flown about 2696 Young Eagles. Congratulations Russ.



Niner supervising

Our chapter's next Young Eagle event will be held on August 18, 2012 at Reid Hillview Airport. As always volunteer pilots and ground crew are needed. Please help out if you are able. Thank you.

(cont' on page 10)

**FLY IN**

Boonville Airport has scheduled its *Annual Boonville Aviation Knowledge and Folklore Convention* (aka Airport Open House) for Saturday, August 12, with the expectation that planes will start arriving as early as Thursday. If you are interested in flying with Chapter 62 members, contact Mark Wainwright, or, for more information, contact Kirk or Cindy Wilder, 707-895-2949 or email them at [kewcbw@gmail.com](mailto:kewcbw@gmail.com).

Don Von Raesfeld, Jr.  
Membership Chairman



Not Andy and Sam's Lancair

Don Von Raesfeld  
Membership Chairman  
930 Monroe Street  
Santa Clara, CA 95050

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



**MEMBERSHIP APPLICATION**

Name \_\_\_\_\_ National EAA #. \_\_\_\_\_

Address \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_  
Zip \_\_\_\_\_

Phone \_\_\_\_\_ Email: \_\_\_\_\_

National Membership Required [www.eaa.org](http://www.eaa.org) \$40.00 per year  
EAA Chapter 62 [www.eaa62.org](http://www.eaa62.org) \$30.00 per year PayPal Available  
Membership Chairman: Don Von Raesfeld, [draesfeld@sbcglobal.net](mailto:draesfeld@sbcglobal.net) 408-507-0951