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December Event: Annual Christmas Party

Chapter 62, in conjunction with EAA Chapters 338 and 110, will be having its annual Holiday Dinner at San Jose's Three Flames Restaurant. Chapter member Max Trescott, who is a renowned authority on the use of new electronic devices and applications in light aircraft, will be our speaker. His blog can be found at www.maxtrescott.com, and he also has a page on Google+. He is the author of *Max Trescott's GPS and WAAS Instrument Flying Handbook*, which Andy Werback highly recommends.

Three Flames Restaurant is located at **1547 Meridian Avenue** in San Jose. The closest cross street is Hamilton Avenue.

UPCOMING EVENTS

Holiday Party

December 1

Three Flames Restaurant
San Jose

January Chapter Meeting

January 5. The new VP better find a speaker.

Chapter 62 Board Meeting

January 12 at 7:30 in the Terminal Building, all welcome.

January Fly-Out

Date and Destination TBD.

Offer your recommendations for where we should go.



Santa's new Beechcraft

6:30 PM for
7:30 PM Dinner

President's Column, by Wolfgang Polak

The last fly-out of the year had been postponed and rescheduled several times. It finally happened on Saturday November 5th and 7 people in 3 aircraft made it to Santa Ynez and back, just before a front moved into the Bay Area. We got a great tour of some interesting aircraft and projects. You can read about the details elsewhere in this newsletter and there is a picture gallery on our web site.



By historic standards our elections were a great success. For the first time in many years we actually had more candidates that offices. Thanks everyone for volunteering. I have to single out Mark Wainwright for special gratitude. He not only produces our award-winning newsletter but also volunteered to be our next vice president. These are the two most demanding jobs in the chapter. So please help him out wherever you can with contributions to the newsletter and suggestions and contacts for speakers.

If you're not reading the meeting minutes on the web, here are the officers and directors for the chapter starting January 2012:

President:	Konstantin Blank
Vice President:	Mark Wainwright
Secretary:	And Werback
Treasurer:	Randy Wilde
Directors (newly elected):	Russ Todd, Jeff West, Don Von Raesfeld
Directors (continuing 2 year term):	Jon Garliepp, Robert Kindlund, Rusty Wells

This will be my last newsletter column as president and I want to thank all the chapter volunteers who helped keep things running smoothly. One of the biggest challenges facing the chapter is increasing the membership. When I started this job two years ago, growing the membership was my primary goal. Unfortunately, I failed in that. Whatever we tried has not worked. We have roughly the same number of members we had two year ago. But given the rest of aviation, maybe that's not all that bad. Consider this: in 1999 the US fleet of single piston engine aircraft flew a total of 18.9 million flight hours. In 2009 that number was down to 11.7 million hours. That comes out to 129 hours per aircraft in 1999 vs. 83 hours per aircraft in 2009. These numbers underline the importance of keeping up our educational efforts with the Young Eagles program and our outreach to high schools.

Happy Holidays,

Wolfgang Polak, Past President to be.

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Cal Pacific Airmotive Fly-In by Terri Gorman

On Saturday, November 19th, ten planes converged on the Salinas Airport for lunch at the Loading Zone followed by a tour of Cal Pacific Airmotive. Cal Pacific specializes in restoring P-51s to their original condition, including faithful attention to the differences between the earlier and later models. Art Teeters is the founder and owner of the business. His son, Dave Teeters, is an expert in working with aluminum and owns his own business around the corner from Cal Pacific. Lori Teeters, Art's daughter, gave us a tour in which she explained many of the small details that go into a restoration. For example, Lori pointed out how one of their clients noticed that the rivet heads had markings on them, which wasn't the case when the originals were built in the 40s. It turns out that the FAA requires the identification of new rivets in order to trace their origin in case of a problem. Cal Pacific's client had all the marked rivets removed and replaced with unmarked ones.

My 49 1/2 (*Terri is writing as a member of the Ninety-Nines—ed*), aka, Husband-Co-Pilot, is still talking about how knowledgeable of the business Lori is and what an enthusiastic speaker she is. Cal Pacific Airmotive is the only company that has the original set of plans for P-51s. Jack Roush, who is the founder of Roush Industries, an engineering firm specializing in the automotive industry and Kermit Weeks both own P-51s that were restored at Cal Pacific Airmotive. Kermit Weeks is the owner of a large collection flying historic aircraft.

Although this tour was organized through the Santa Clara Valley Ninety-Nines Chapter, sadly, many of you did not attend and, for the most part, for good reasons.

Judy Barron and Melanie Brown, two members of the Bay Cities Chapter, flew down in a Piper Warrior. Penny and Ron Blake arrived in their nice Bellanca. Also, in a Piper Warrior, was Jan Johnson. Now, Peter, Jan's husband had his own mode of transportation.



Peter and Jan Johnson

Editor's Notes by Mark Wainwright



no recent photo for me

In the last issue I complained about not having done any flying in the previous month. November corrected that: there was a fly-out to Santa Ynez in Steve Plyler's airplane and a trip to Salinas for the Cal Pacific visit. I also flew a couple of times with CFI Jim Grant in "32 Golf" at Aerodynamic. After having a five-month hiatus, it was no surprise that the second flight was much better than the first. Here's an observation for other student pilots and those who don't fly frequently: try to fly some practice approaches in your flight simulator. On the first of the two flights in the Citabria I approached too fast and used an alarming amount of RHV's 3100' runway. After some practice with the computer the second flight was much better.

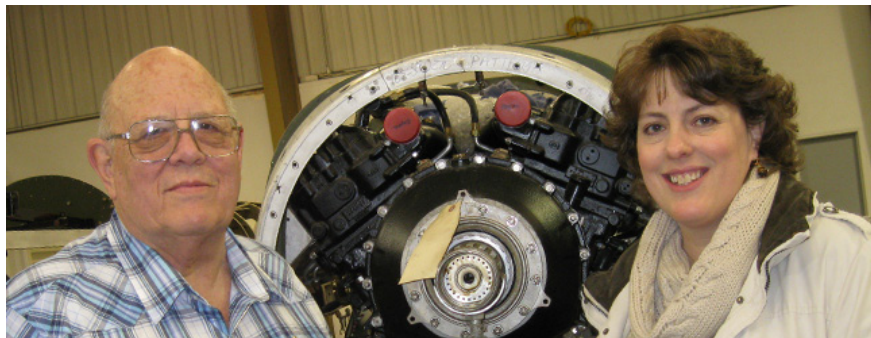
Seven of us did have an excellent trip to Santa Ynez, and I will provide more detail in the January Newsletter. After fretting about a drought of fresh articles, we have been graced by the contributions of Terri Gorman (for the 2nd month in a row), and Andy Werback, who wrote two articles for this issue. As most of our readers probably know, Andy capped his Oshkosh Bronze Lindy with a Grand Champion at Copperstate. Steve Plyler will be writing us about his return trip to Santa Catalina Island in January.

Peter rode his Cinelli Bicycle from Portola Valley up and over and down all the hills between their home and the Salinas Airport, a mere 100+ miles.

I can remember when Peter and Jan raced the tracks at the Hellyer Park Velodrome, but at that time, Peter did not qualify for a senior coffee at McDonald's! After the tour of Cal Pacific, which lasted two hours, Peter packed his bike into Jan's plane for their flight back to Palo Alto.

Twenty-five male pilots from Reid Hillview, Livermore, Hayward and Oakland joined us for this tour. This was the largest tour that Lori Teeters had given in the past three years and she enjoyed having everyone visit the company. She told us it takes three to five years to complete a plane and there are 13 employees a day working at their shop. They charge \$65.00/hour. That's half of what our IA charges

and our two wheel mechanics charge. For those of you who missed this fly-in, you can reschedule it on a sunny day. It was fun, very educational and we had a great lunch.



Art and Lori Teeters

About that Instrument Rating

by Andy Werback

What does it take to get an instrument rating? Why would you really need one or what would you do with it? Well, these questions have been bothering me on and off for about 30 years, so here's the story.

I've been flying since 1974, starting at Davis, CA. Our first long flight was with Sam flying a C172 to Chicago (Meigs Field) by way of Rock Springs on the way east and Yellowstone on the way west. At Rock Springs, the FSS Briefer gave us the big picture on the weather – "if you leave right now, it should be good all the way to Nebraska" – so we did and it was. Basically, we were happy flying VFR cross country, working around the weather.

We moved to the Bay Area in 1977 and bought a Cessna 182 about 1980, based at the old Fremont airport off Dixon Landing Rd. We had many fun flights in that airplane, and a lot of night landings coming in under the fog from Sunol pass, and using the 2 red lights at the Hwy 880 overpass as the runway reference for short final.

So even though there really wasn't much of an incentive to get an Instrument Rating, but we went ahead and took the IFR ground school. After about 10 hours of flight training in the C182, my instructor got recalled to her job flying right seat on 737s. In addition, I was pretty busy at work, and we had



Andy at Oshkosh

(cont' on page 5)

IFR, con't

a daughter in 1983. By 1985 I was flying only about 10 hours a year, not enough to stay current or comfortable. So we sold the airplane and put away flying for awhile.

Fast forward to 2003... Finally getting some free time, got back into flying Cessnas at Nice Air and Squadron 2. We went to Oshkosh for the first time (via Amtrak!), which precipitated our purchase of the Lancair Legacy FG kit. The stars were starting to align. While building (OK, really it was mostly sanding), Max Trescott held an IFR ground school at Reid Hillview. This time it was much more interesting and made a lot more sense, but it still didn't quite stick. Just not enough time to give it the attention it really required. And really, I was still concerned about whether I could justify maintaining proficiency to stay current for the few times you might really want to fly in the clouds.



Andy's IFR trainer, I think

Finally, though, things started to change. The introduction of GPS WAAS and a whole bunch of new approaches was the main trigger. Now you can get into most airports with a decent approach. For Reid Hillview, that means an approach that gets you down under the typical fog layer. Countering this capability, though, is the problem of icing: the airplanes I fly do not handle ice very well (poorly, in fact), so that limits instrument flying to relatively mild conditions.

A little over a year ago, Eric Schmidt, a CFI/CFII at Aerodynamic Aviation, gave an IFR ground school. Again it was interesting and challenging, but now I had the time to really study and follow up with questions. The Gleim text was a good fit too—lots of information and very organized. My 10 hours from 30 years ago turned out to be useless. I basically needed a complete refresher and had to start from scratch. But now there's a new challenge: teaching an old guy new tricks. Learning the new data, procedures, rules, charts, etc. was OK, but teaching the brain to SCAN SCAN SCAN and KEEP SCANNING was a challenge. I wouldn't say I've totally conquered that, but we're mostly there. I didn't pass the checkride on the first try (didn't get organized for the second approach), but the recheck went fine, and I've learned a lot. Now the challenge is to use the new tools and explore the capabilities of the IFR world in the new Lancair Legacy, glass panel and all.

I'd like to thank Zdravko and everyone at Aerodynamic for helping out and doing what they could to make this possible – keeping the airplane available and ready to go, scheduling, flying with other instructors, the whole package. I'd really like to thank and recommend Eric for providing a wealth of knowledge and experience and for being very patient with my learning curve. Finally, I'd also like to

recommend Max Trescott's *GPS and WAAS Instrument Flying Handbook*. This is a really good read, much more "how to" stuff than what you find in the manual, and it's essential to really see how to use and manage the GPS operations.



Steve Plyler, Sam and Andy Werback, Gudrun and Wolfgang Polak, Mark Wainwright, and Jeff West at Santa Ynez

Copperstate Fly-In, Casa Grande KCGZ

by Andy Werback

October 2011

Ever since our good friend Randy Snarr (N694RS) gave a glowing report of his trip from Utah to Copperstate Fly-In several years ago, we had put this event on our to-do-someday list. Well, this year seemed like a good year to go, so we made a hotel reservation and checked out the on-line information (www.copperstate.org) for more information on what, how, when, etc.

It's about 600 NM to KCGZ (Casa Grande) by way of Palmdale to avoid the Edwards AFB restricted areas, and then you work your way around a few other restricted areas and MOAs. We had tailwinds both ways, so it was about 3 hours by Lancair.

Copperstate is a nice, casual, friendly event. About 500 airplanes fly in and there are quite a few vendor booths along with forums and activities for family and children. We visited a number of our vendors, including Aerotronics, TruTrak and Lightning West (light sport).

There's no "air show", so the field is available all day for rides or a few low passes. We had demonstration flights by a BD-5J and P-51 Red Dog, formation flying by 3 Nanching CJs, some ultra lights and various biplanes that were also available for rides.



Waco UPF-7

We also talked to Dennis Hall about his Pietenpol Aircamper, the "Blue Heron". He created this from the ground up, everything pretty much done by hand, including the artwork. He loves to talk about it and we learned a lot. Everything was really nicely done. And, he took the prize in the Custom Built, Best Wood category.

For our story, we had just gotten the airplane tied down when the judges showed up, and we had to ask for a delay to get some of the bugs off the wings. They were back in 20 minutes, made their notes



Andy with Copperstate plack

and moved on. Much different than Oshkosh, by the way, but it seems to work. We spent another hour making the airplane more or less presentable.

For dinner Saturday night, we attended the Awards Banquet. They have a great turnout with most of their volunteers and many pilots attending. This is the Big Event after all the work the volunteers do in planning and executing this event every year, so we all had a good time. Other than the awards, the main thing was to thank the volunteers and pay tribute to 3 of their members who passed away recently.

Well, I guess you know the rest. We won First Place in the Custom Built Composite category, and we were just sitting back appreciating all the other awards, when we were called up again for the Grand Champion award. Sam and I were totally amazed, but I guess they really liked the airplane. Reserve Grand Champion and First Place Metal went to Calvin Zoch and his RV-10. They're from Centerville, TX.



Sam and Andy

For the trip back, we planned an overnight at China Lake to visit my mom. This time we were able to raise Los Angeles Center, then Joshua Approach, and get cleared through R2506



Not sure what it is, but it's cool

and R2504 direct to Inyokern, so we got to see a little more of the Mojave Desert. Unfortunately, I can't really recommend Inyokern KIYK unless you need gas or something. Service there is pretty poor, especially on weekends. But we did get to see a couple of Road Runners before they zipped off.

We hope to get back to Copperstate sometime soon. Bring your swimming gear – the pool is heated (really! Even in October!).



Dennis Hall's Pietenpol Aircamper, the "Blue Heron"

Membership Notes by Donald Von Raesfeld, Jr.

Membership Chairman
408-507-0951

I don't know where the time goes. My wife Jocylene and I just celebrated our 38th anniversary. Our five children are grown and on their own and currently have given us five grandchildren, four girls and one boy. All of a sudden we are getting old. We don't really feel old but when we see our children and grandchildren growing up as fast as they are I know we are getting older too. Enjoy your family and loved ones.

I hope everyone had a "Happy Thanksgiving" and that you were all able spend time with family and loved ones. I hope you are all prepared for Christmas and the New Year. They will both be here before we know it. Wishing you all a Merry Christmas and a Happy and Safe New Year.

NOVEMBER MEETING

Our November General Meeting was held on November 3^d in the RHV Terminal building. The main focus of this month's meeting was the election of officers and board members. Our new officers for 2012 are as follows. President, Konstantine Blank; Vice President, Mark Wainwright; Secretary, Andy Werback; and Treasurer Randy Wilde. The Directors are Jeff West, Russ Todd, Rusty Wells, and Don Von Raesfeld, Jr. A big Thank You to those who volunteered to serve the Chapter.

I would also like to thank the outgoing officers. President Wolfgang Polak, Vice President John Castner, Sectary Ron Carmichael, and Director Rusty Wells. I did not mention Treasurer Randy Wilde as he was again elected to the office of Treasurer. He has been Treasurer of this Chapter since before I became a member about five years ago. I think he has been an officer of this Chapter longer than anyone else and I know he spends a great deal of time keeping the books for the Chapter and also keeping the Chapter in compliance with EAA National. Wolfgang has been President for the last two years and has done a great job leading the Chapter. He too has put in many hours taking care of the Chapters business as well as being the Chapter's Webmaster, a position he will retain. John Castner has been Vice President for the last two years. John has been responsible for getting speakers for our General Meetings and has done a great job also. Finding speakers, lining them up, and having a backup plan if your speaker cancels takes a lot of time. Ron Carmichael has been our Secretary for the last two years. He too has put in many hours. Ron has been responsible for taking notes and writing the minutes of both the General Meetings and the Board Meetings. In addition to this he has also been the main person responsible for making all the arrangements for our Air Academy Candidates to attend the Academy. Again, Thank You for all your time you put into this Chapter.



Ron Carmichael

thanks for your excellent service as Secretary!



Oshkosh this past July. Davis gave an excellent presentation of his experience at Oshkosh complete with slides. Attending the meeting with Davis was Mike Hopkins. As you may recall, Mike also attended Oshkosh and spoke to us in September. Both are now students attending San Jose State and majoring in Aeronautics. They both wanted to thank the Chapter for giving them this experience, one they will remember the rest of their lives. I'd like to wish them all the best in their future endeavors.

CAPS AND SHIRTS

The Chapter now has Tees and Caps available. These will be available at all of our General Meetings and will be \$15.00 each. At the present time we have 30 caps available. Caps are black with the Chapter logo in white on the front.

We also have the following Tees in stock,

WHITE 2 S, 2 L, 1 X L. BLUE 1 S, 1 M, 8 L. ORANGE 1 M, 2 L. These Tees have a small Chapter Logo on the front on the left side and a large logo on the back. If you are interested see me at any of our General Meetings.

MEMBERSHIP RENEWALS

It's that time of year again. Time to renew you membership in the Chapter. 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 Meetings. I hope you will all renew soon. We will be having some Fly-Outs, some Young Eagle Events, our Annual BBQ, General Meetings with Guest Speakers, and our Christmas/Holiday Party.

Again, Merry Christmas and a Happy and Safe New Year to all of you and your Families.

Don Von Raesfeld, Jr.



Davis Mendelsohn and Mike Hopkins

New Benefit to Chapter 62 members

Thanks to the generosity of Zdravko Podolski, I am pleased to announce new benefits for members of EAA Chapter 62.

As member of EAA62 you can train and rent aircraft at AeroDynamic Aviation (<http://www.aerodynamicaviation.com/aircraft.php>) at their regular rental rates without purchasing a membership. This offer is intended for the occasional flier and block discounts are not available unless you become a member of AeroDynamic Aviation. For frequent fliers it will be advantageous to become a member and take advantage of the block discount.

There is a one-time offer, good till the end of this year (2011), that allows current members of EAA62 to purchase a regular one year membership at AeroDynamic Aviation at a 50% discount (\$175 instead of \$350). If you already are a member of AeroDynamic Aviation, you can still take advantage of this offer and extend your membership by one year at the discounted rate.

EAA62 membership cards (proof of your chapter membership) are available on our web site <http://www.eaa62.org>. Follow the "print ID card" link under the "members only" menu.

Happy flying and Happy Holidays,
Wolfgang Polak



32 Golf at Aerodynamic
I haven't bent it, yet

Our web site www.eaa62.org donated by



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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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