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Fly-Outs

Saturday, February 3rd, from 10 AM to 2 PM, the Mariposa EAA Chapter will have their antique planes on display. For more info, go to www.flyincalendar.com

Flying Gourmets

Saturday, February 17th, Schultz-Santa Rosa Airport/STS, 11 AM. We will visit the Pacific Coast Air Museum and climb in some cockpits. Lunch will follow at the 29'er Diner at the Petaluma Airport unless a restaurant has opened up at Santa Rosa. RAIN DATE: March 17th.
Flight Leader: Terri Gorman (408) 828-6707

Newsletter Info

Newsletter contributions are welcome, so send your news items, cartoons, photos and articles to the Editor, Bob Kindlund at r.h.kindlund@att.net. Newsletter Deadline is the 20th of each month.

AME : Friend or Foe?

By Tiffany S. Davies, M.D., AME

Your AME is your **FRIEND** and that primary or preventative care will keep you flying.

The reason that I came up with this presentation is that in my own practice I see a number of pilots that aren't coming to me for the aviation exam per se but I happen to be their primary care physician. As I spoke to these pilots, I started to notice that they were very paranoid and very nervous about being around medical personal. They were afraid to see a doctor for anything because the really didn't have any idea about what might get them into trouble and they were terrified that, for some reason, they might be told they couldn't fly any more.



I'll say it again that your AME is your **FRIEND!** Your AME is there to help you get your license so that you can fly. The majority of pilots get approved on the initial visit to their AME and if not, your AME will help you get together the necessary information needed to get approved.

A quick look at some recent statistics will show that the vast majority of all applications are approved.

- Total Applications Received by AMCD during Calendar Year 2005: **438,707**
- Denial for Failure to Provide or Failed to Pursue: **5,527 (1.25%)**
- Final Denials (When all information requested is provided): **446 (0.10%** of all Applications)

The 5,527 applications that were denied for Failure to Provide or Failure to Pursue are mostly a result of applicants that failed to provide requested medical information. If those applicants had provided the information, it is possible that depending on the medical condition, the FAA would have approved the application.

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AME : Friend or Foe? (continued)

Your AME can issue, defer or, very rarely, deny an application. If there is a medical problem, the AME will usually defer it the FAA physician who will make the decision. If the FAA approves, then your AME can issue in subsequent years. The following are partial lists of common medical problems where the AME can issue with information or require Special Issuance from the FAA.

Common Medical Problems, which can be issued with information.

- ENT: sinusitis, otitis media, history of ear perforation which has resolved.
- Eye: amblyopia, pterygium, history of refractive surgery
- Lungs: allergies, mild asthma
- Heart: bradycardia, PVC's, history of atrial fibrillation >5 yrs, hypertension

Common Medical Problems, which may be issued with info.

- Abdomen: gallstones (asx), history of hepatitis, hernia (asx)
- Neurologic: tension headaches
- Psychiatric: depression
- Endocrine: diabetes controlled without meds

(NOTE: These are only partial lists and do not include any disqualifying conditions for lack of space.)

If you are deferred for any reason by your AME, the AME is supposed to transmit your information to the FAA within 14 days. The FAA then has 30 days to issue the certificate, request additional info, or deny. The pilot has 30 days to supply the necessary information. The FAA has 30 days for a final decision, but it is usually much faster. In summary, taking care of your health is the best thing you can do to ensure your ability to fly. This means seeing your Primary Care Physician regularly and making sure you can get any information your AME may need.

Remember that your AME is your **FRIEND!** Their job is to help you get your license. If they are not doing that, find another one!

Tiffany S. Davies received her medical 10 years ago from UCA. She has been in practice in Los Gatos for the last 2 ½ years and an AME for the last 1 ½ years.



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Shop & Swap — OPEN

Calendar of Events

JANUARY

2/1 General Meeting
7:00pm

Kregg Victory's Hangar
Reid-Hillview Airport
Speaker: Andy Warback will talk
about his Lancair Legacy FG

SAN JOSE FUEL COMPANY

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Supporting Young Eagle Pilots
with discounted fuel during
Young Eagle Flights at Reid
Hillview Airport

RHV Hangar Space Available

I have an open spot in my hangar. The Swift Hangar is at the end of RHV row Juliet in the gray concrete tilt-up building. It is a shared, well-lit hangar with concrete floors and a bathroom. One spot is available immediately and another opening will be coming up in about a month. The rent is cheaper than a T-hangar at \$350/month and has much better lighting and workspace.

Contact: Bob Mackey at 408-373-2625

President's Corner

Terri Gorman

After the many tips that we received from listening to Dr. Tiffany Davies, an AME/Aviation Medical Examiner, and our January speaker, we should all pass our next physical. I expect to see a few pilots jogging around town in hopes of keeping their blood pressure under 155/90 so they can keep flying.



At our January meeting, we had four new members sign up and several former members renew their memberships. Thank you. Our chapter is approaching 85 members. Remember, if you receive your newsletter through the postal services and your address is in **RED**, your membership has expired. You can renew online through our chapter website or send your renewal check to Jon Garliepp, our Membership Chairman.

We had visitors from Port Townsend, WA and from Tokyo, Japan. The couple from Port Townsend were very impressed with the activities of our EAA Chapter. They told me our chapter does so much more than their chapter. (Well, California does have better flying weather than WA.) This couple invited us to visit their EAA Chapter up at Port Townsend which is a short hop from the San Juan Islands, a nice vacation destination. The couple from Tokyo were on a business trip. The husband, a pilot, heard that there was an all Asian Flight School at Reid Hillview Airport and stopped in to visit Hiro, owner of NICE Air.

Our Chief Chef, Rusty Wells, will be cooking up and serving his famous Spaghetti Dinner at the February meeting. Don't miss it. Come early and help set up the tables and chairs so we can turn the Victory Hangar into Little Italy. The menu: Spaghetti, Green Salad, Garlic Bread and drinks. Set up time is 6:15 PM.

Chapter 62 is going to be dressing up in style as I am going to be ordering some Polo Shirts with our chapter name embroidered on them. Through Dave Flohr, a new member and former EAA Chapter 338 president, I was able to contact a shirt design company in San Jose, thus, saving shipping fees. The polo shirts will be custom ordered and I will have a Sign Up Sheet at the February Meeting. A small deposit will be required before ordering. I am planning on ordering chapter hats, too. If any of you are artistic and are interested in a logo for the shirts, please bring your drawing to the February meeting so we can vote on it.

Believe it or not, we are going to have our first Fly In Swap Meet at the Victory Hangar on Saturday, April 28th. Save that date. We will be advertising the event and, depending on the weather, expect a good crowd. More details to follow in the upcoming newsletters.

Our web site: www.eaa62.org donated by



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President's Corner (continued)

Our chapter is planning on sending two teenagers, aged 16 to 18, to the Air Academy at Oshkosh in July. As of now, we have one candidate, Scott Jones. I have invited Scott and his parents to our February meeting so you can all meet him. Scott is a senior at Homestead High School. His grandfather was a pilot; his father is a pilot and Scott wants an aviation career. When he's not doing homework and/or helping other students with their classes, Scott is helping his Dad, Randy, a member of EAA Chapter 338, build an RV. Scott is an outstanding student. He has been on many of our Young Eagle Flights. The Air Academy Candidate can be a boy or a girl. Brian Dal Porto's daughter, Mary Ann, was a recipient of the Air Academy a few years ago when she was in high school.

Each month, there will be an article in our VIP Column. This month the article is on Andy Werback who just completed building his Lancair Legacy. Andy will be our speaker at the February meeting.

Fly-Outs

World War II Tank Tour

Everyone met at 8:30 AM at the Alpine Inn with our tour guide Michael Brandt. Before we left for the tour we were given an over view of the Military Vehicle Foundation and its founder and financier Jacques Littlefield.

We then drove up to the location on private property to view the shop and restoration building. From there we drove to a four building complex housing complete and running military tanks and military vehicles. Each of the buildings has approximately 10,000 square feet full of equipment and displays.

Approximately 14 members with friends and relatives attended this event with a total of 26 people in our tour.

In the picture, Mike Brandt was giving us some information about a tank.

A big **thanks** to Jacques Littlefield and Michael Brandt for making this happen for us.



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Chapter 62 VIP

Our Chapter 62 VIP for this month is Andy Werback who recently completed building his Lancair Legacy FG (fixed gear). Andy built the Lancair Legacy because of its reputation as a fast, economical, reliable, safe and easy to build aircraft. It took him two years to build the plane.



N203AW is not your standard aircraft. It flies at 203 mph. On Final Approach, Andy is at 100kts. The Legacy cruises at 170kts at 55% power and holds 65 gallons of fuel. Stall speed is 63kts. The engine is a Turbo Normalized IO-360.

After Andy's decision to build the Lancair Legacy, Andy spent two weeks at the Lancair Factory in Redmond, Oregon receiving tips and instructions on building the aircraft. After two weeks, Andy transported his newly purchased Lancair Legacy on an open trailer down to Reid Hillview Airport where he continued to build it. The makeup of the aircraft is composite, fiberglass and epoxy.

After completion of his Legacy, Andy flew back up to Redmond, OR and met Josh Brungardt, a CFI in high performance aircraft training who had met Andy early on when Andy purchased the plans to build the Legacy at the Lancair Factory in Oregon from Josh who, at the time, was employed by Lancair. Under Josh's instructions, Andy flew another Lancair Legacy from Redmond, OR to CA and was checked out in it. After being checked out in the Legacy, Andy flew his 25 hours off at the Hollister Airport. With the lack of hangar space available at the Hollister Airport, Dave, the owner of Gavilan Aviation, permitted Andy to keep his plane in Gavilan's large hangar until Andy flew off the time.

Andy has been a member of EAA Chapter 62 for two years. He will be our Guest Speaker at our February meeting. He has been a pilot for 31 years and trained at University Airport at UC/Davis. He has an Electrical Engineering Degree and was employed by Symbol Technologies where he wrote radio software. Andy has been retired for eight months. He and his wife, Sam, previously owned a Cessna 182. Andy will have to give all of us a head start when he and his wife, Sam, join us on our chapter fly outs.



FLYING GOURMETS

EAA Chapter 62's Flying Gourmets Trip to SFO

Chapter 62's 'flying gourmets' took to the road enroute to the San Francisco Airport where eleven of us toured the SFO Tower under the direction of Greg Kingery, the SFO Tower Support Specialist and a former CFII. After going through Security, Greg took five of us up for the Tower Tour while the other six sat in a Conference Room overlooking the airport.



Every Controller is cross-trained. Each Controller works for two hours before taking a break. Every Controller is trained at the FAA Facility in Oklahoma. Upon completion of training, they are, initially, paid \$8.00 an hour. After a few weeks, their salary goes up to \$50,000 a year. The highest salary that a Controller receives is \$160,000 and this is after many, many years of experience.

Joining us on our tour was Hillary Harper, our new Young Eagle Coordinator. Hillary was an A&P for United Airlines and was a qualified mechanic on the Air Bus. United's domicile is SFO. Hillary must have felt a sense of pride as she saw the United planes taxi below the Control Tower. She told me it always made her happy to see a plane roll back on the tarmac.

There are 1000 departures and approaches each day at SFO. While two planes are on paralleling runways on Approach, two other planes are on paralleling runways 'holding' for departure. After the Approach planes pass the crossing runway where the 'holding planes' are located, the 'holding aircraft' depart. Sounds scary, doesn't it?

The Radar Screen keeps track of all the planes and is similar to our Radar Screen in the tower at Reid Hillview Airport. The 'screen' also keeps track of all vehicles on the ground. If anyone is interested, I can easily arrange a tour of the RHV Tower. After the traffic going up to SFO, now I know why I prefer to fly!

I'm sure all of us would have preferred to have flown into SFO if it were not for the fact that the landing fee for a small aircraft is \$200.00.

Karen, the Head Controller, at Reid Hillview Airport, was previously a Controller at SFO. Karen has over 18 years of experience as an Air Traffic Controller.

FLYING GOURMETS *(continued)*

After the tour, seven of us went to lunch at the Elephant Bar in Burlingame. The restaurant is located next to the water and we were able to watch the 'Big Irons' on their approach into SFO.

Young Eagles

Hillary Harper

As the Young Eagle coordinator, I want to welcome back the YE pilots from the previous years and welcome new pilots to 2007 YE events. Check out the dates selected for Young Eagles events at www.eaa62.com. EAA Chapter 62 welcomes you, your family, and friends to spend a day making crafts, taking a free flight, and learning about general aviation. **Children ages 8 – 17** are welcome to a fun day on the ground, building wing ribs and doing their own preflight checks and in the air, taking an exciting free flight around the skies of our community! For more information please contact Hillary Harper hillaryharper@yahoo.com



Membership Corner

Jon Garliepp

We welcome new members Jufeng Xu; taking flying lessons, David Hinojosa; SEL flying a Northwing/Apache sport, Marlin Lee; SEL, and Dave Flohr; SEL flying a Tiger Moth, to our chapter. Our membership is slowly increasing.

Many members have already renewed for 2007. If you have not yet renewed your membership, please send a check to Jon Garliepp or Randy Wilde.

Please invite your fellow aviators to our meetings and events. Guests are always welcome.

Jon G.

Send New & Renewal Memberships to:
Jon Garliepp jcgarliepp@earthlink.net
EAA 62 Membership
11690 Regnart Canyon Drive
Cupertino, CA 95014
(408) 253-3769

- o \$30.00 Annually
- o National membership is required

General Meeting: Thursday, February 1, 2007 7:30 PM
Board Meeting: Thursday, February 8, 2007 7:30 PM

February Speaker: Andy Werback

Our meetings are open to the public. EAA members, their GUESTS, AND VISITORS ARE ALWAYS WELCOME. Chapter 62 usually meets on the 1st Thursday of each month (the 2nd Thursday in August), at 7:30 PM. at Gregg Victory's Hangar

Hangar Hour Come meet your Fellow EAAer's, make new friends, have some food, and enjoy the camaraderie. Food will be sold from 6:30: to 7:25 during which time you can "hangar fly." The meeting will start promptly at 7:30 PM

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