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Calendar of Events

May 2007

5/3 General Meeting
 6:30pm - Hangar Flying
 7:30pm - Meeting
 Kregg Victory's Hangar
 Reid-Hillview Airport
 Speaker: Mike Shiflett

5/10 Board Meeting
 7:30pm
 Terminal Building
 Reid-Hillview Airport

5/19 Young Eagles
 10am to 2pm
 South County Airport

Fly-Outs

Saturday, May 5th 11:30 AM,
 Porterville Airport
 Tour the Del-Air Facility and
 see the restoration of a Taylor
 Cub; Red Star YAK Attack, as
 the locals call it, will take

Young Eagles - April 14, 2007



Calendar of Events (continued)

Fly-Outs (continued)

place on that weekend. Lunch following on the field. Share the flight, call Terri at 408-356-7443.

Flying Gourmets

Wednesday, May 16th, 11:30 AM, Livermore Airport
The Flying Gourmets will take a short hop over to Livermore for lunch at Beebe's overlooking the golf course. Share the flight, Terri at 408-356-7443.

Upcoming Events

Saturday, May 5th, Santa Clara Valley Ninety Nines presents the Flying Companion Seminar at Reid Hillview Airport in the Terminal Building from 8 AM to 5 PM. \$60, includes snacks and lunch. Contact Candice Nance at candicenance@yahoo.com

Sunday, May 27th OPEN COCKPIT DAY at Castle Airport, 10 AM to 4 PM.

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.

Young Eagles Hillary Harper

I want to thank all the ground and pilot volunteers that participated in the Young Eagles event on April 14, 2007. We were able to fly 24 children, while the weather permitted. The children had a great time building wing ribs and loved their face paintings.

Due to the small incident that took place on the field, with the wing tip to wing tip collision, I would like to address some additional safety rules going forward. During future Young Eagle events, we will have additional ground support to escort each pilot and children to their plane. We will also communicate a route for taxi and take off for each pilot to follow. Together we need to ensure a safe environment for all personnel and aircraft on the flight line. I feel that this small incident could have been avoided with extra set of eyes and a clear taxi route.

Thank you for your support,
Hillary Harper

President's Corner Terri Gorman

May is my favorite month of the year. Every weekend through October, there is an aviation event occurring somewhere in California, the Northwest, Arizona and, of course, my favorite, Air Venture at Oshkosh. I was going to attend Sun N Fun at Lakeland this year, but family matters kept me home. Our chapter member, Roger Kopp and his wife, Rena, attended Sun N Fun. Roger won a Door Prize at a barbeque organized by EAA National. He and Rena attend Sun N Fun every year as Roger loves to be around airplanes and Rena likes to visit relatives in Florida.



When I became president of the chapter in January of 2006, one of my objectives was to have our members become more acquainted and to get together and have fun evolving around aviation. Thus, I organize two fly outs a month, one to an EAA-related site, normally occurring on a weekend, and the other fly out, mid-week, a fly out to lunch, calling ourselves The Flying Gourmets. Our 32nd fly out was quite a success despite the ongoing gusts of winds that prevailed in northern California throughout most of April. Eight hungry Flying Gourmet pilots flew in five airplanes to Auburn for lunch at The Wings Grill and I would highly recommend this restaurant. Everyone had a good time. Joining us was Don Farrand, owner/builder of three RVs, who recently relocated from Oregon back to California.

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President's Corner (continued)

Don was a member of Chapter 338 before relocating to Salem, Oregon. Several pilots who have completed their homebuilts have joined our chapter because they have heard 'we have fun'. One such pilot was Tom Diede, owner/builder of a beautiful RV8. Tom joined because he said he wanted to fly the Young Eagles. Our chapter has something for everyone.

We had one visitor at our April Meeting held in the Victory Hangar. Behnam Ahmadian is a pilot and owns a Soccata which he ties down in a shelter at Reid Hillview Airport. Behnam is a member of EAA National and will be joining our chapter.

Our chapter will be dressing up in style at the local air shows as our customized embroidered polo shirts have arrived and will be available at the May meeting. A few members have already received their shirts. The shirts are \$25.00 and various colors are available. If you are interested in purchasing a polo shirt, just let me know. The shirts are made locally, thus saving any shipping charges.

Looking forward to seeing you on Thursday, May 3rd,

Terri

VIP Members

By Terri Gorman

Allen's interest in aviation began as a young boy growing up on a farm in Ohio in a family of two sisters and an unlimited number of brothers. As a child, he was always interested in anything to do with Aviation. He made model airplanes and kites. He dreamed of being a Paratrooper, so he made himself a parachute from one of his mother's discarded sheets. He would climb up to a high window in the barn and jump out of it, although the window was not high enough and his chute did not open and he hit the ground very hard. He decided the family cat could become the Paratrooper, so he rigged up a harness for the cat. By the time he was ready, the cat was almost out of its mind. Allen climbed up to the barn's loft and pitched the cat up in the air to get a few more feet of height. Just about the time the cat reached its height and started falling, he came out of the harness. The poor cat hit the ground and immediately took off for parts unknown.



Eddy (Allen's brother), Jim Grant, CFI, Allen and the Flight Design CT Sport Plane

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VIP Members (continued)

The cat showed up a couple of days later none the worse after the fall. Allen lost interest in parachutes and I'm sure the cat lost its interest in Allen.

After graduation from high school, Allen attended Vanderbilt University and the University of Tennessee majoring in Computer Science. He spent time with the USAF and had a tour in Europe. He worked in electronics, but never worked in or near airplanes. After his service with the Military, he worked for two computer companies and spent time in Australia and California.

Allen took flight lessons at Reid Hillview Airport. He started out his flight training in a Cessna 172. His first instructor left the flight school and relocated and at about the same time, Allen had a chance to buy a Beech Skipper. Allen's first instructor in the Skipper was a lovely California blonde lady named Abby. Abby is the daughter of Lonnie Autry, a pilot and mechanic at Reid Hillview Airport. What was interesting about Abby and his Skipper was that they were both of the same age, 24 years old. Abby's husband was a pilot for American Airlines. In time, Abby was accepted as a pilot by Sky West. Allen finished his flight training with Dan Alfonso who, also, owned a Beech Skipper. In 2005, Allen took his checkride with Lori Latimer and became a licensed Private Pilot.

Allen's first long cross country trip was to McMinnville, Oregon in August of 2005, a few months after passing his checkride. He bought a GPS system four days before the trip. He felt confident about making the long, solo trip because he was going to follow Brian Dal Porto who was flying his Marquart Charger Biplane. He was planning on keeping Brian in sight at all times. Flying to McMinnville was no problem, but Allen forgot to shut off the GPS after landing and the battery died and along with the battery dying, the flight program went away. He had not learned, at the time, that there was a backup program on the unit. After spending a few days at the Antique Fly In at McMinnville, Allen and Brian departed for San Jose. It was at this time that Allen realized that he forgot to shut off his GPS. Brian and Allen started off together, but Allen lost sight of Brian shortly after takeoff. Interstate 5 was easy to detect and Allen followed it. He and Brian, eventually, caught up together at Medford, OR where they stopped to refuel and, again, at Willows Glen Airport where they stopped for dinner. Allen learned many things on his long, solo cross country, but the important thing he learned was to always have at least one or more backup systems for navigation.

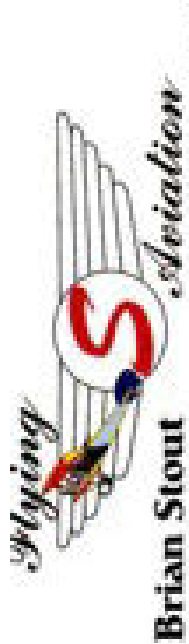
Allen retired from his job two years ago and worked as a Consultant for a short time. When Kelly Johnson, our Young Eagle Coordinator for several years, found out that Allen had too much free time, he suggested that Allen become the next Young Eagle Coordinator, so Allen took over that title for two years. However, this year he stepped down because he wanted to fly the kids, so we found a new Young Eagle Coordinator, Hillary Harper, who was, at a young age, retired from United Airlines as an A&P.

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VIP Members (continued)

Allen is helping Hillary transition into her new role.

Recently, one of Allen's brothers, who lives in Lakeport, CA, bought a Light Sport Plane by Flight Design CT. The plane is based at Reid Hillview at the Victory FBO. Kregg Victory is installing some upgrades to its panel. Allen was checked out in the plane by Jim Grant, an instructor at Amelia Reid Aviation. Compared to the Skipper, the plane flies faster and uses less fuel (4.5 gph) and carries more payload than the Skipper. It takes off in 300 feet and cruises at 120 KTS IAS. Allen says the Sport Plane is more like a racehorse compared to the Skipper.

Allen and Eddy, his brother, plan on making another very long cross country back to Ohio sharing the flight in their Sport Pilot Plane.

Allen has had a very exciting life from being raised on a dairy farm dreaming about parachuting to learning to fly and owning two aircraft. As Allen told me, "*My significant other and I departed years ago and I found out that there is life after divorce.*"

Youth Education Program Ideas

From EAA Chapter 729

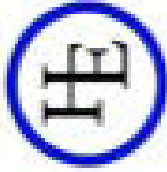
For several years, Brett Herrick with assistance from other chapter members has conducted aviation oriented classes at the Foundation for Youth in Columbus. He has funded this program himself with some financial assistance from the Columbus Airport and Chapter 729. The programs were initiated as a compliment to the Young Eagle Flight Program. The following is Brett's update on the FFY programs.

At the FFY, the classes continue to use the "Flight Site" that was at Parkside School. But, I have expanded these classes to include the following projects:

- Fantastic Flyer balsa glider
- FFY Flyer balsa glider
- Delta Dart balsa/tissue rubberband airplane
- "Bottle Rockets"
- Sled Kites
- Making Wooden Airplane Ribs
- Fly a remote control model airplane
- Flying Microsoft Flight Simulator
- Participating in a Young Eagle Flight Rally

There are two different ways to look at what the students gain by participating in these classes. Both are equally valid. First and most obvious, these classes are a chance to learn about aviation. The students learn about aviation by learning some affordable/age

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Program Ideas (*continued*)

appropriate ways to be involved in aviation, some basic model making skills and they have fun. To do this, I have a series of projects that the students build and fly. Beyond this, they can fly a flight simulator or get to go flying in an airplane. The second way to view these classes is that it gives them a chance to learn basic skills that can be applied in many different ways. The skills learned can include basic math and science, weather, how to make things, goal setting and working in a group. The FFY calls this "stealth learning". I use aviation to make the classes interesting but we are teaching skills that can be applied elsewhere.

One of the things that I have found is that these classes need to be adapted to where ever they are offered. An example of this is that the Parkside Elementary School library, where we previously offered classes, has a great balcony for launching gliders. Whereas, the classes at the airport offered a nice outside area for flying models (i.e. outside the fence) and the ability to take the kids out on to the airport ramp when the models are drying. The classes at the Foundation for Youth have the ability to reserve the gym for flying models. But, these FFY classes need to be more flexible as attendance varies depending if the students are able to attend each week (i.e. may depend on which parent they are staying with that week or when they are getting picked up).

For these classes each student has their own set of tools that they use. This allows each student to focus on their own project. Students do not have to spend time figuring out where the needed tools went or if someone is making their project faster than they are. Further, every attempt is made to use tools that are low cost and can be purchased locally (i.e. this gives examples of what they could use if they want to be making models at home). The cost of the contents of these kits is approximately \$30/each.

In making the model airplanes we want the students to learn how to build the models correctly and safely. The tools that the students use have been selected to be as safe as possible. Rather than use single edge razor blades, we use razor blade holders to keep fingers further away from the sharp edge. The modeling knife that we use can not roll off the table. Students are directed to keep knives retracted or covered when not in use. The glues that the students use are washable (i.e. when CA glue is used, it is used by one of the adults). Also, the students are told early in the first session that horseplay will not be tolerated.

Because I want to make sure each student has a chance to see their project fly and fly well, we don't let them take their projects home until they have flown it with us. This way we can show them how to adjust their projects to make them fly well. It also ensures that they leave with a sense of accomplishment about their projects rather than frustration. Further, with stories like "When I took it home, my cat jumped on it" "it got broken in my backpack" or "my little brother broke it" we want to make sure that they

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Program Ideas (continued)

have seen their projects fly well. Having an indoor location at the FFY to fly the models in is a big advantage (i.e. the weather is dependable; the models can't fly away and it helps with keeping the kids together).

In offering these classes, I try to make sure each group gets to see the EAA video tape "Young Eagle". This tape is ten years old, but it has an excellent message. Namely, that one needs to have goals and the only way to achieve ones goals is to work toward achieving them. It uses a boy and his chance to fly in a Curtiss Jenny to demonstrate this. I view this as a very important message independent of where each of the students interests may lead.

Another goal of these classes is to keep the cost of offering these classes as low as possible. An example of this is that the raw materials for projects are purchased in bulk and I can use my band saw to cut the wood to the needed sizes. The students then need to round off the ends and make some measurements to apply some reference marks. By doing this, the cost of the raw materials for all of the projects except one can be kept to less than \$1.00/each. Another example is that 35 Delta Dart kits can be purchased for \$43.00. By keeping the cost low, it isn't a big issue when something needs to be replaced due to errors in making the project or when repairing a broken project. Cost, also, is kept down by making my own jigs. Rather having to purchase the \$10.00 jigs for setting the dihedral of Delta Dart wings, I made jigs from some scrap material. Also, for winding up the Delta Darts simple fixtures were made to hold them and a hand drill makes a good winder rather than purchasing these.

Part of why I offer these classes is seeing the joy that the students have in taking these classes and part is knowing these students wouldn't be learning/exposed to these things if these classes weren't being offered. The students clearly want to be in these classes as shown by the disappointment of the students that can not be fit into a particular session. Or the joy when they get to see the projects that they made fly well and the surprise in finding out they get to take their projects home with them.

Send New & Renewal Memberships to:
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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, May 3, 2007 7:30 PM
Board Meeting: Thursday, May 10, 2007 7:30 PM

May Speaker: Mike Shiflett - SPORT PILOT UPDATE and FLIGHT CHECKS

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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