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## Calendar of Events

### October 2007

#### **11/1 General Meeting**

6:30pm - Hangar Flying

7:30pm - Meeting

Kregg Victory's Hangar

Reid-Hillview Airport

Speaker: J.P. Harrison, CFI,

who was married to astronaut

Kalpana Chawla, will talk

about the Columbia Space

Shuttle's last flight.

#### **11/8 Board Meeting**

7:30pm

Terminal Building

Reid-Hillview Airport

## Upcoming Events

December 6, 2007

Chapter 62 Christmas Party at

the Bold Knight Bistro in San

Jose. The sign up sheet and

menu choices will be in this

newsletter. Deadline is

Monday, November 26<sup>th</sup>.

## Young Eagles

*Bob Kindlund*

On Saturday, October 20<sup>th</sup>, we held our last Young Eagles event for 2007. Even though we did not have as much advertising for the event as in the past, we still flew over 50 Young Eagles. I tried to conduct some interviews of the kids, but all you could hear on my recorder was the wind, so here are some interviews from Palo Alto.

### **Blake:**

Q. Are you looking forward to flying?

A. Yes

Q. Do you think it will be fun?

A. Yes



### **Mark:**

Q. Are you looking forward to flying?

A. Yah

Q. Have you ever flown in a small plane before?

A. Yah

Q. Do you think it's fun?

A. Yah

## Chapter 62 Contacts

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## Board of Directors

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### **Brian Dal Porto**

(408) 802-7040

### **Ron Carmichael**

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### **Wolfgang Polak**

(408) 735-8014

### **Jeff West**

(408) 314-7436 - Cell

### **Rusty Wells**

(408) 243-9053

## Young Eagles (continued)

### **Edwin:**

Q. Is this the first time that you have flown in a small plane?

A. Yes

Q. What did you think of the flight?

A. It was really fun!

Q. Have you ever thought about being a pilot?

A. Maybe.



### **Karuna:**

Q. Have you ever flown in a small single engine plane before?

A. I haven't flown in one like these, but I flew in a helicopter over the Grand Canyon once.

Q. Have you ever thought about being a pilot or working in aviation?

A. I want to learn how to fly.

Talking with the kids after their flights at both Palo Alto and South County, I got the impression that some fires were lit in them about the possible careers in aviation. Larry Lehman, who recently joined EAA and will join our chapter, flew two young ladies in his Cessna 210 and when I talked to them after their flight they were both very excited. The young lady that had a chance to fly the plane showed a talent, according to Larry, could make her a very good pilot. This excitement is one of the reasons that we fly these kids, because from them may come a great pilot and/or aviation engineer.

And a special to all the volunteers that make it possible to have these events. Pictured below are some of the people that helped out on the wing rib building table.

Let us work with Jeff Evans, our YE Coordinator, to make next year even better.

## Past President

Jon Garliepp  
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408-726-3912

## Programs

Jim Manley  
408- 910-9858

## Membership

Jon Garliepp  
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## Shop & Swap — OPEN

## 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](mailto:r.h.kindlund@att.net).

Newsletter Deadline is the 20<sup>th</sup> of each month.

### SAN JOSE FUEL COMPANY

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Email [RHVFUEL@yahoo.com](mailto:RHVFUEL@yahoo.com)

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## Young Eagles (continued)



## President's Corner

*Terri Gorman*

In November, I will be passing this column down to our next President of EAA Chapter 62. Who will it be? Only each one of you can make that decision. This is a meeting not to be missed. For a change, we have two candidates for President: Jim Manley, outgoing Vice President and Andy Werback, Homebuilder and long time Chapter 62 member. (See a write-up on them within this issue.) Elections will be held at our November meeting, THURSDAY, NOVEMBER 1st, and we will have nominations for President, Vice President, Secretary and Board Members. Write-in Ballots will be available. Please don't miss this very important meeting.



Our newest member, in Chapter 62, is Jim Rainey who joined at our October meeting. Jim is a bus driver for Valley Transit Authority (VTA). Welcome to Chapter 62, Jim. We are glad to have you aboard. Jim offered to help as needed, and on Saturday, October 20th, I found him down at the South County Airport helping the Young Eagles to build Wing Ribs. Way to go, Jim!!

Visiting our chapter at the October meeting was EAA National Member, Al Juodikis. Al heard we were an active EAA chapter. We hope to see Al at a future meeting.

Merle Culp stopped by to show plans that his former CFI had of the Heath Kit Parasol. After a brief talk, Merle showed the plans to interested members.

Our Air Academy Candidate, Spencer Hanson, gave a nice presentation of his experiences at Oshkosh this past summer. Spencer is interested in Aircraft Design. I suggested he take a tour of Martin Hollmann's business with us.

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## President's Corner (continued)

I'm sure my good friend, Martin, would enjoy having our chapter take another tour of his business in 2008. Monterey is a short drive, if the weather is not VFR. Let's plan on it. Martin will be our Guest Speaker at the March 2008 Meeting and speaking on homebuilding. Our members always look forward to attending Martin's presentations.

Our Christmas Party will be held at the Bold Knight Bistro in downtown San Jose on Thursday, December 6th. We have invited Chapters 338 to join us, SCAPA and Chapter 110 in San Martin. Deadline, for the Christmas Party, will be on Monday, November 26th. Reservations can be found online at [www.eaa62.org](http://www.eaa62.org) and/or contact me and I'll be happy to mail you a reservation. Chapter Awards will be given out at the Christmas Party. There will be no raffle this year, so we will have more time to sit and hangar talk. Dress code is casual. No Host Bar from 6 PM to 7 PM; Dinner at 7 PM. Dottie Moriarty and Barbara Wardrip are helping me with the party. I know we will have a great time. The food and service were great last year. Using Public Transportation, the Light Rail, Civic Center Stop, is directly in front of the Bold Night Bistro. For those of you who drink too much, the County Jail, located across the street, has free beds!! Let's all make it home safely.

I want to thank the South County Pilots Association for the wonderful luncheon they provided for the ground volunteers and the Young Eagle Pilots on Saturday, October 20th.

I'm looking forward to seeing you at the November meeting. If you have any questions regarding the Elections or anything concerning our chapter, please don't hesitate to contact me either by phone and/or email or drop by my hangar. Since, we passed hangar inspection, I'm happy to invite you into my tidy hangar. My last hangar mate moved to Georgia, so we have plenty of room to sit and chat.

Fly/drive safely,

Terri

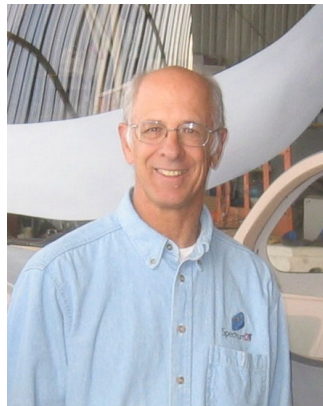
Hangar H-19/RHV

## Chapter Election Reminder

At the November General Meeting, we will hold elections for the coming year. A quick reminder of the announced candidates is as follows.

### President:

Andy Warbach



Jim Manley



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Our web site: [www.eaa62.org](http://www.eaa62.org) donated by



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## Chapter Election Reminder (*continued*)

**Vice President:**

Terri Gorman



Other positions include Secretary and board members. Please come out and vote to help our chapter grow.

## Cold Weather Inflight Hazards and Tips

By: *Technical Counselor Dave VanDenburg*

(email: [WA8DOF@yahoo.com](mailto:WA8DOF@yahoo.com)) EAA Chapter 439 (Michigan)

[www.eaa.439.org](http://www.eaa.439.org)

This month I would like to discuss cold weather operations by discussing some in-flight hazards and tips applicable in the winter months.

Probably the first in-flight hazard that comes to mind when we think about winter is icing. I have flown combat aircraft in a lot of areas of the world, and short of actual combat, only two things scare me in an aircraft. One is thunderstorms (which we don't see much of in the winter) and icing, which we do. If you see ice build up on your windshield or wings, change altitude or find clear air quickly. Don't be afraid to use the "E" word (emergency) to get whatever help is available from ARTCC.

If you experience a reduction in RPM (fixed pitch prop) or a reduction in manifold pressure (constant speed prop) suspect induction system icing. This could be carb ice or impact ice on your air filter. If you think you are experiencing induction system icing, apply full carb heat or select alternate air. If you have carb ice, the engine will probably run rougher (as the ice melts) but will clear up soon. I do not recommend using partial carb heat unless you have a carb air temp gauge. Partial heat may increase the carb ice problems.

If you are flying behind a constant speed prop, cycle it every 30 minutes or so to keep warm oil in the dome. A sluggish pitch change mechanism could be slow to react and result in an engine overspeed during a rapid power application. This could be real expensive (and dangerous).

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## Cold Weather Inflight Hazards and Tips (continued)

Switch fuel tanks with plenty of fuel remaining in the tank. If you have a frozen valve and cannot select the full tank, you will still have enough fuel to land safely. If you wait until the engine coughs, and then find you cannot move the selector valve, you will probably call yourself a few bad names and join the ranks of those called "Glider Pilots."

Avoid power off letdowns. A high speed, idle, descent can result in very rapid cooling of your engine (shock cooling) and cracked cylinder heads. Lycoming recommends a maximum temperature change of 50 degrees F per minute. Keeping the engine leaned until you are approaching pattern altitude can also help keep your engine temps up.

After landing, run your engine at a low power setting for several minutes prior to shutdown. This also promotes slow cooling and will reduce oil cooking if you are turbo supercharged.

Lastly, I highly recommend you carry some form of survival kit. It would really stink to survive an off airport landing and then freeze to death before someone found you. Some of the things I recommend are space blankets, some duct tape, matches, an aluminum cup, knife, freeze dried coffee, tea, signaling mirror (a CD works great) and warm clothing to include a hat and gloves. Also carry a hand held radio.

These have been just a few ideas to consider when flying during the winter months. Lycoming has some cold weather tips in their book "Key Reprints." This book is available free online at [www.lycoming.textron.com](http://www.lycoming.textron.com). Your POH is also a great source of cold weather operating tips.

Winter flying is fun and can be just as safe and enjoyable as summer, if we take a few precautions.

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## VIP Members

*By Terri Gorman*

I was born in Detroit, Michigan on September 6, 1939, at 8 AM. Roger Kopp and I share the exact birthdate and year, except I'm convinced Roger was born at 7:59 AM as I'm sure he must be older than I am!! I met Roger at one of Rod Machado's Seminars at EAA/Oshkosh about five years ago. He told me he was flying out of an airport in San Jose and he really liked the Controllers. Small world! He was flying out of my airport and he liked my controllers. (I like them, too. They are great people.)



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## VIP Members *(continued)*

My Dad was 50 when I was born and my mother was 48. I shared my home with six brothers. I'm sure I was well accepted by my parents, the only daughter and last child, but not so sure if my brothers were ready for a sister. In time, I'm sure they became adjusted to my strange little habits called privacy!

Unlike most little girls, my toys were not Barbie Dolls, tea cups and saucers, but rather I had my own baseball bat, ball and glove. I even had my own football. The Detroit Tigers were my favorite baseball team. In those years, they were a winning team. My Dad took me to all the games at Briggs Stadium. The only thing I really enjoyed were the Hot Dogs!!

At the time I was born, my oldest brother was 25. He was married and lived in a small town called Utica, about 30 miles northeast of Detroit. He had a friend who had a yellow airplane. As a little girl, I used to go and visit him with my Dad. They would always go to this airport and I'd stand off to the side and watch someone put their hands on the prop and make the prop spin. My big brother was always sitting inside the plane. At the time, I had no idea why he would be sitting in the plane watching someone else making the propeller move on the plane. After the prop would start going round and round, the man who made it spin would climb in the plane and he and my big brother would go flying. It always amazed me that all it took was someone to make the prop spin and then it would fly off the ground. Sixty years later, I learned there was more to it than someone just turning the prop. (Oh, when I was 55, I learned that this big brother was adopted by my parents at age 8.)

My Dad and I were really close. He passed away when I was 17, just two months before I graduated from high school. As most of my friends were taking the summer off from work and/or thinking of college, I went to work the day after graduation. Within 18 months, my mother passed away. By this time, all my brothers were married, so I managed to live with most of them for one year and then I had an opportunity to move to CA with a good friend and co-worker. We packed up her 1953 Ford with all our valuable possessions, all our 45" records, record player and clothes. I'll never forget Route 66. It took us 8 hours just to drive across Texas.

After settling in Hollywood, getting jobs, and joining a Singles Club at the local church, I eventually met my husband who had recently graduated from college, had no money, college debts, car debts and along with his best friend and roommate had just bought a Ryan PT-22. There was no way he thought he could afford to date, but then irresistible little me came along and the rest is history. At least I knew what a prop was on an airplane.

My first flight was in his Ryan PT-22. He had a friend who was a CFI and he took me for a flight over the ocean and all the cliffs around Palos Verdes. The parachute they put on me was so heavy and I was convinced if the plane went down, I would go with it because I was a very thin person and the parachute was so heavy. We didn't wear headphones. We just shouted back and forth to each other. I wore a little leather cap, similar to one that was owned by Amelia Reid. It was, probably, created by pilots in the era of Amelia Reid.

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## VIP Members *(continued)*

Many of our dates were attending EAA Chapter 10's meetings at the Torrance Airport. It was a very active chapter and there were many women in attendance. One woman named Joanne had built her own airplane. She built a single-placed Playboy and her husband, Al, built a Sport Air, and both planes were painted orange and white.

In October of 1961, we married and relocated to Northern California. By this time, Bob had all his ratings, Private, Commercial and IFR, had built a Stits Playboy, sold it, bought a Piper Pacer and, eventually, bought our Piper Warrior.

We had three sons and, eventually, two married and brought seven grandchildren into our family. Of the seven grandchildren, two loved flying.

After my kids were in high school, I went back to school in San Francisco and studied to be a court reporter. My most famous defendant was Huey Newton, the famous Black Panther Leader. He was arrested for having a concealed weapon in a restaurant in Capitola. Although he had a bad reputation, I found him to be very polite and the best speaking witness I had encountered. My other famous speaker was Senator Ted Kennedy who was speaking on behalf of the Salvation Army in San Francisco. I quit working in 1998. Bob had retired from Lockheed in 1995 and he appeared to be having too much fun flying hanging out at the airport, so I decided to join him. In 2004, my son taught me how to fly at Cameron Park Airpark.

After learning to fly, I joined the Santa Clara Valley 99's, Angel Flight West, Tuskegee Airmen, Women in Aviation. I've been a member of EAA Chapter 62 since 1990. Bob has been a member of EAA National since 1960; a member of EAA 62 since 1989 and a member of Chapter 338 for several years.

I've enjoyed being president of Chapter 62 for the past two years. I've had a lot of fun and I've met a lot of nice people. I consider all of you my friends. I'm looking forward to being the next Vice President in 2008 and presenting interesting programs at our chapter meetings. I'm a very approachable person, so if you have any ideas and/or suggestions, please let me know. You can always find me hanging out in my hangar, H-19, at Reid Hillview Airport.

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## NOTAMS

Tune into a General Aviation Radio Station on Sunday afternoons from 1 PM to 2 PM, Station 1220 AM. Steve Finnie, CFI at West Valley Flying Club, is the Talk Show Host. We, finally, have someone in the news media that supports General Aviation. You can contact Steve at [Info@SteveFinnieAviation.com](mailto:Info@SteveFinnieAviation.com) or listen to him on Sundays at 1 PM, 1220 AM, and give him a call. We think he's great.



## Where do we meet?



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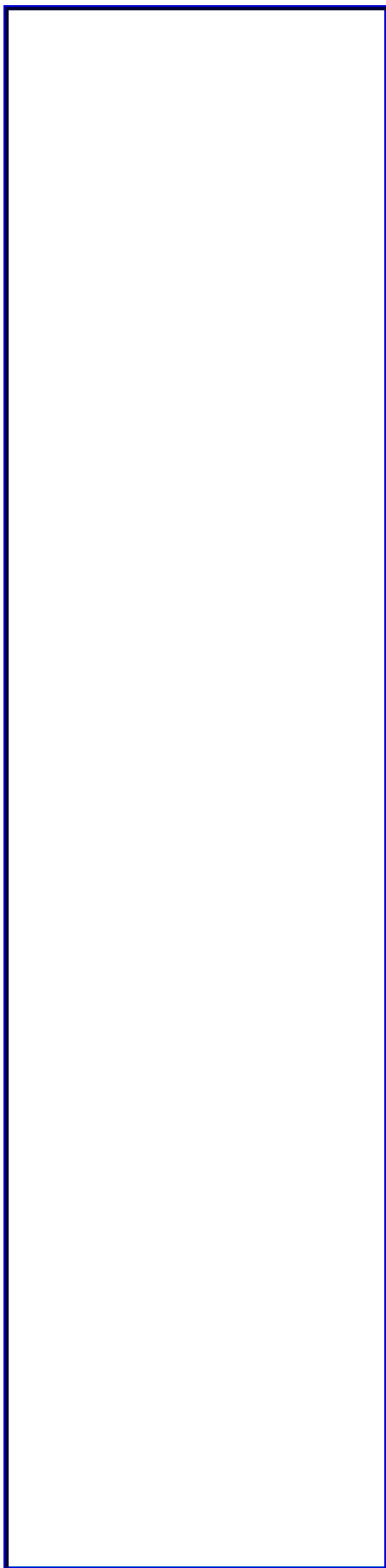
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# Reservation Form

EAA Chapters 62 and 338 Christmas Dinner  
Thursday, December 6, 2007

THE BOLD KNIGHT BISTRO  
840 North First St.  
San Jose

Between Mission & Hedding, across from the County Bldg.

6:00 PM No Host Cocktails  
7:00 PM Dinner

Tax and Tip included in prices.      Tea & Coffee, \$2.56

PASTA PRIMAVERA	\$18.00				
NEW YORK STEAK	\$31.00	Medium	Well	Rare	(please circle)
FILET OF SALMON	\$25.00				
CHICKEN & SCAMPI	\$26.00				

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NAME(s) \_\_\_\_\_ DINNER \_\_\_\_\_

\_\_\_\_\_ DINNER \_\_\_\_\_  
(If ordering New York Steak, please indicate M-Medium; W-Well; R-Rare)

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\$10 fee for returned checks.

Deadline: Monday, November 26th, 2007

Questions: Terri, 408-356-7443      Dottie, 408-258-1612      Barbara, 408-225-7510

Send New & Renewal Memberships to:  
Jon Garliepp jcggarliepp@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, November 1, 2007 7:30 PM**  
**Board Meeting: Thursday, November 8, 2007 7:30 PM**

***November Speaker: J.P. Harrison – Columbia Shuttle's Last Mission***

**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.