



The Intrepid Airmen



November 2011

Volume 47, Number 11

San Jose, CA

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UPCOMING EVENTS

Monthly Meeting November 3

RHV Terminal Building

Fly-Out to Santa Ynez / Solvang

November 5. Please See pg 9 for
information

Chapter 62 Board Meeting
November 10 at 7:30 in the Termi-
nal Building, all welcome.

Chapter Holiday Party

December 13 Flames Restaurant,
1547 Meridian Avenue in San Jose
Max Trescott will be our speaker



VariEze

November Event: Chapter Elections and Presentation by Davis Mendelsohn

Our Chapter will be conducting its annual elections. There are three openings for the Board of Directors and the positions of President, Vice President, Secretary and Treasurer. Due to retirements, the first three positions will need to be filled by new candidates.

Davis Mendelsohn, one of our two Air Academy participants, will report on his experience at Oshkosh.



Air Academy Lodge, Oshkosh
pretty nice, eh?

RV-6 - at least one of our mem-
bers is building one



**EAA Chapter 62's November meeting will be
held at RHV—Chapter Elections**

Everyone is welcome, and please come to vote.

6:30 PM General Meeting
7:30 PM Presentation

President's Column, by Wolfgang Polak

November is election month, for the Chapter as well as the rest of the country. In both cases elections help you to determine the direction you want to take and the means to get there. But unlike government, EAA is a volunteer organization: its members must step up and invest some time to make things run; gratitude of the membership is the only reward. In this year's Chapter 62 elections, as every year, all four of our officers and three of our six directors need to be re-elected.



Thanks to those who have agreed to stand for election:

For President: Konstantin Blank

For Vice President: we need a volunteer!

For Treasurer: Randall Wilde

For Secretary: Andy Werback

For Director: Russ Todd, Mark Wainwright, Jeff West, Donald Von Raesfeld, and Ron Carmichael.

Term limits dictate that the current president becomes past president which, according to our by-laws, is an official board position.

Unfortunately, as of this writing, nobody has volunteered yet to become our next vice president. Although it's a difficult job it is arguably the most important one in the Chapter. The vice president is in charge of the monthly program and the program is what attracts and keeps members. This is a tall order for any one person and everyone is strongly encouraged to help. Any member can help by suggesting a topic or by using his/her contacts to reach out to potential presenters. John Castner has done a magnificent job for the last two years. He's tried a number of new ideas including FAA safety seminars and a movie night.

Now is a good time to think about event planning for the next year. We've had one successful fly-out to Death Valley this year and are trying to find a date for another fly-out to Santa Ynez /Solvang that suits everyone. There are plenty of interesting destinations left for next year. Catalina Island is a possibility, or we could make a trek to the museum in Chino.

Let's hear your suggestions.

Wolfgang

Chapter 62 Contacts

Wolfgang Polak, President

(408) 735-8014

president@eaa62.org

John Castner, Vice President

(408) 971-8071

crkrhv@att.net

Ron Carmichael, Secretary

(408) 772-7745

luv2fly02@yahoo.com

Randy Wilde, Treasurer

(650) 968-3048

randallwilde@mac.com

Wolfgang Polak, Webmaster

(408) 735-8014

webmaster@eaa62.org

Russ Todd, Young Eagles

(408) 257-9125

Rolland LaPelle, Flight Advisor / General Topics

(925) 939-0472

CFI/CFII & SMEL

rlapelle@sbcglobal.net

Tech Counselors

Engineering & Design

Martin Hollmann

(831) 621-8760

jets@mbay.net

Mechanical

Brian Dal Porto

(408) 802-7040

bdalporto@sbcglobal.net

Board of Directors

Jon Garliepp

(408) 253-3769

Bob Kindlund

(408) 726-3912

Russ Todd

(408) 257-9125

Don Von Raesfeld

(408) 984-8769

Mark Wainwright

(650) 776-4623

A fall flight to Durango

by Terri Gorman

On the weekend of October 21st, the Ninety-Nines had a South Central & Southwest Section Meeting in Durango, Colorado. One of my favorite destinations is Colorado, so I told my husband, Bob, that I wasn't going to miss this trip. Originally, four of the 99s in my Santa Clara Chapter planned to fly out in small planes, but due to work schedules and other commitments, they decided to fly on the friendly skies of United (only United and Southwest fly into Durango-Platte Airport). I had planned to use our son's United passes until Bob decided he wanted to fly our Warrior to Colorado. Great! I didn't have to take my shoes off or empty my purse items into a plastic bag to get through TSA. So, the plan was we would leave Reid Hillview on Thursday, October 20th, and make the trip a one day flight to Durango.



After spending a few hours going over our routes, checking fuel prices on www.airnav.com, checking the impending or possible TFRs and MOAs, preflighting and packing up the plane, we were ready to depart early on Thursday. As fate would have it, or perhaps Murphy's Law was invoked, our early departure was not meant to be. At the time we had planned to leave, it was the foggiest day in San Jose in a year. Tracy was clear in the morning, but Hollister was fogged in as was Reid Hillview. The fog lifted by 12:30 PM and we were on our way.

Utilizing *Flight Following* in both directions, and after being passed off to Lemoore Approach, we were diverted several times due to MOAs that decided to become active about the time we were departing San Jose. We always like having an extra pair of eyes watching out for us. Everything with this 99s event in Colorado was happening on Friday. Our take-off delay meant a delay in all our events, but that was okay with me. At least we were on our way to Durango. Neither one of us had ever been through so many MOAs and we have taken eight or nine long cross-country flights in this plane. The *Flight Following* Controllers kept us safe. Thanks Guys

Editor's Notes by Mark Wainwright



no recent photo for me

Unfortunately, I have done no flying in the last 30 days. Consequently, there's less to write about. We should be able to rectify this shortcoming with the planned fly-out to Santa Ynez, barring inclement weather and people's scheduling difficulties.

The good news is that Terri Gorman, although no longer a Chapter member, continues to provide us with interesting articles. Thanks, Terri, for your on going help.

Last month I wrote a short article about Boyd Blue's Subaru-powered Glastar, and I forgot to mention that the power train has an additional unusual trait: there is a centrifugal clutch between the PSRU (gearbox) and the propellor. The immediate noticeable characteristic is that when the engine starts the prop stays still, and when the engine shuts down, the prop keeps turning. I tried to reach Boyd for an explanation of why, but I couldn't reach him. I did find some information on the Internet that suggests the clutch provides improved harmonics and avoids the "death shudder" noticeable on geared engines. Although not noted anywhere else, the clutch allows the prop to windmill in the event of an engine failure and significantly reduces drag compared to a stopped fixed-pitch prop.

(cont' on next page)

and Gals. (A female *FF* Controller was in the Las Vegas Airspace.).

Our initial altitude was 9500' until we got close to Lake Isabella where we climbed to 11500'. As we were climbing up the mountains in our Warrior with a 160hp engine, I glanced over at the airspeed to see 60 kts. (Bob was the PIC on this leg.) 60 kts is my approach speed for landing and here we are climbing up and up to clear this mountain. We made it ever so slowly. Maybe some of my praying helped, too!

Our first stop was meant to be at Mesquite, Nevada for fuel at \$5.05/gallon, but in looking at the info for the airport in our Flight Guide, it showed that no fuel was available after 4 PM and it was now 4:30 PM. Had I read the entire page regarding Mesquite, near the bottom there was a note that said fuel was available on the Self Serve Tank 24 hours, but I only read the first two lines. That mistake costs us an additional \$.99/gallon because our next airport for fuel was St. George, UT where we paid \$5.99/gallon for 100LL.

The St. George Airport was a real adventure. Our GPS showed the airport's location before January 2011. Our new Flight Guide did not show the new location. Our new chart did show it. However, since Bob had landed at the St. George Airport back in the late 60s (maybe it's a male ego thing), he was sure he knew where to go. As we approached the "former" St. George Airport, I saw **X's** in yellow on the runway, so we both knew he could not land. We had heard pilots calling in to land at this airport. Using the CTAF, Bob called out to ask where to land. A pilot responded that the new airport was approximately three miles to the East. No coordinates, just East. With both of our eyes peeled out the window, we spotted planes in the air and headed in that direction. We called in our position, entered on a 45 to downwind, base to final. We have now landed at the new St. George Airport which opened in January 2011. The GPS will get updated and we will contact Flight Guide so they can update their books.

Upon landing and calling Above View, the only FBO on the field, and asking for fuel, we decided to spend the night. It was only 6 PM. but by the time the fuel truck finished fueling four planes and finished with our plane, it was past 6:30 PM. There was a New Moon that night, so we would have no horizon. By 7 PM, it was getting dark. We would be flying over more mountains. We didn't want to become another John Kennedy, Jr. statistic, so we took the courtesy car that was available for us and drove into the town of St. George for our accommodations and dinner. The young man fueling our plane gave us directions to the town, but neither one of us could remember them and as we were driving, we passed a Fire Station and I told Bob to stop and I'd ask a Fire Fighter for directions. I never thought of asking for directions at a Fire Station, but a young man answered the door and told us which exit to take and he recommended a restaurant.

After a good dinner and a good night's sleep, we drove back to the airport and departed for Durango around 8 AM. It was dark until 7:30 AM. Ten miles from the airport, I announce our location and I hear "something" at 50 miles, "landing Durango." Within seconds or so it seemed, I hear the same voice at



Bob and Terri

(cont' on page 5)

30 miles. I entered at 45 degrees to downwind, and on downwind, I hear the same voice, 20 miles and landing Durango. I figured this was a King Air or something similar. It never dawned on me that it could be a Regional Jet. I was landing on an uncontrolled field, but I guess if there's a need and good revenue, an RJ will land on any runway. On downwind and close to turning to the base leg, an RV6 behind me

says...."Regional, I'll do two 360s to make space for your landing." And with that call out, I thought, "Glory be, it *is* an RJ and I better make a short approach." This had to be one of my quickest landings. I just wanted to get out of the air and on the ground and off the runway ASAP. I landed before the numeral **8** indicating 8000 more feet to the end of the runway.



Four Corners Monument
Utah, Colorado, New Mexico and Arizona

Following the directions of the ground taxi crew, I parked the plane. We had to bring our own tie down ropes, but the tie down fee was free for the 99s, along with a discounted fuel price of \$5.45 instead of \$6.05. We opted not to take on fuel because we would be departing from a high density-altitude airport and we had enough fuel left for three hours which would get us back to Mesquite, NV. The airport was 6685'.

One of the local 99s husbands picked us up at our plane and drove us to the Terminal Building where he picked up three more 99s who were on that RJ that cruised in after we landed. Turned out, we were all staying at the Best Western Plus Grande, walking distance to everything. I would highly recommend this hotel as it had everything and we had a small suite for \$93, including all taxes. This would be a great destination for any organization in the Fall Season.

After checking in with the Registration Desk at the Host Hotel, *The Strater*, a historic hotel, I found the Fly Market and picked up a new jacket and blouse. A woman never has enough clothes, right? We found the Hospitality Room which had plenty of nibbling items for both the 99 and the 49 1/2 which is what the husbands/partners are called. In my case, I've had the same partner for 50 years! I decided to keep him. He does a good job in changing the oil on the plane and cleaning the windows. I get the job of cleaning the leading edges. Somehow, I think I get the worst job.

We walked off the town which was about the size of downtown Livermore and had 38 restaurants on one street. This town does not go to sleep early. After attending the Welcome Event on Friday night and the Banquet on Saturday night and walking back to our hotel around 11 PM, the town was still active with music coming out of the bars and people everywhere.

We took a 7-hour ride on the Durango-Silverton Narrow Gauge Railway. This was a real highlight of the trip. The scenery was outstanding; the skies were blue and the aspens, a bright yellow. All the leaves on the deciduous trees were bright yellow and red. As we got farther along and into the mountains, the pine trees were everywhere and, during most of the ride, we followed the fast moving Animas River. One couple on the train had a canoe with them and backpacking gear. The train stopped at a

(con't on page 6)

designated location and left them off with their equipment. They planned to be out a few days and paddling their canoe and camping along the way. The end of the train ride was in a small town called Silverton. It looked like it had been a boomtown; not much there except several buildings that were closed for the season and a few restaurants.

On Sunday, we returned to the Durango Airport around 7:30 AM to find ice on our wings. Earlier in the morning, it was 30 degrees. This is the first time this plane has seen any ice. By the time we packed up the plane, did our preflight, said our goodbyes to our new friends, reviewed the route, the ice had melted and it was safe to go. After leaning for a high density-altitude airport departure, and making sure that no RJ was about to land on top of us or anyone else, with one flap on for gaining altitude, we departed and noticed we were off the ground sooner than most of the other planes and ours had to be the slowest as most of the pilots had Cessna 182's, Archers, Arrows and Bonanzas, but did they review their Ground School on how to depart at a high density-altitude airport? I doubt it. One woman pilot



Friend in Mesquite, NV

who flew a Debonair in from Salinas told me she wanted to discuss our route back because she didn't like her route coming to the event. I'm finding out that too many pilots just use their GPS and go **D** for Direct whether it takes them over all the mountains. We don't fly that way. Our route was the most Southern way to go and this gal chose the most northern route which did take her over all the mountain tops. I wonder how many emergency landing spots she found on those mountain peaks!

We landed at Mesquite, filled up at \$5.05/gallon, picked up on *Flight Following* and were passed off about 7 times. There were many airliners coming into Vegas. I guess the slot machines must be doing well. Sounds like we need to take a trip to Vegas and visit my favorite machine: *Larry, the Lobster*, where I won and lost all my nickels.

Somewhere around China Lake, with Bob as PIC, our GPS went blank. I flew right seat while Bob checked the chart and figured out how to dodge a MOA. We had already checked and found out that there were no active MOAs on Sunday. Hopefully, these pilots spend that day in church and not in the air at Mach One airspeeds.

This was the smoothest flight we have ever had and in both directions. Flying over the desert, I expected there would be a lot of thermals, but there were no significant weather problems at all. The only time we had any bumps and the most traffic in the air was upon our entry to Los Banos for fuel and some Wind Shear coming in over the shopping center for landing at Reid Hillview Airport.

Some day, we will return to Durango, maybe in an RV6, although United is always an option. It's a great destination for a short vacation. The restaurants, shops and hotels are all within walking distance of the center of town, and the Durango-Silverton Touring Office provides tours to other interesting locations within the area. On the previous page is a picture of The Four Corners, a monument to four state borders that meet: Arizona, Colorado, Utah and New Mexico.

Membership Notes by Donald Von Raesfeld, Jr.

Membership Chairman
408-507-0951

Our October meeting was once again held in the conference room at RHV. The program was different than previous meetings. We did not have a guest speaker at this meeting but we did have a movie night instead. The movie we watched that evening was *The Battle Of Britain*, filmed in 1969; it covered the air battle which forced the Germans to cancel their planned invasion of Britain. I remember seeing the movie in a theater with my Dad when it first came out. About 20 members were present although a few left before the end of the film. The movie started at 6:30 PM and about an hour into the movie we took a short break and conducted Chapter business. After the break the movie continued. I enjoyed the evening and a couple of members mentioned it might not be a bad idea to have a movie night once or twice a year. Let me or one of the Chapter Officers know what you think.



YOUNG EAGLES

Our last Young Eagle Event of 2011 was held on October 8 at South County. We had 7 pilots and 7 aircraft but only 16 Young Eagles. On the brighter side, our Chapter flew a total of 660 Young Eagles for the year. Last year we flew a total of 435. I would like to thank all the pilots who donated their time and aircraft and also all the ground personnel. Without your help these events would not be possible. I would also like to especially thank Russ Todd, our Young Eagles Co-coordinator, for organizing the 7 events we held this year. He puts a great amount of his time and energy into the planning and execution of these events. Again, THANK YOU to all who volunteered to make these events happen. Save the date.

SAVE THE DATE

Our December meeting will be held on December 1, 2011 at the 3 Flames Restaurant in San Jose. This will be the Chapters annual Holiday Dinner. Dinner choices will most likely be chicken, fish, or steak. When everything is finalized notices will be sent out. Reservations, along with payment, will need to be in to the Chapter no later than one week before the event. That would be November 24. Our guest speaker for the evening will be Chapter Member Max Trescott. Max has written extensively on aviation subjects and has his own website: www.maxtrescott.com. It should be an enjoyable evening. I hope you will be able to join us.

Don Von Raesfeld, Jr.
draesfeld@sbcglobal.net
408-507-0951

Santa Ynez / Solvang Fly-Out—Revised plan by the Editor

The new date for the Santa Ynez / Solvang fly-out is November 5. No one is planning to stay overnight, so it's out and back on Saturday. Highlights will include a visit to Carl Walston's Culver Cadet LCA and a trip to downtown Solvang. Please call me if you're interested: 650-776-4623.

Solvang is just inland from the Santa Barbara coast and east of Lompoc and Vandenberg Air Force Base.



Solvang downtown

if you really want to spend money on a kit-built airplane:
Lancair Evolution





Hot Rods at Frazier Lake Airpark Day

Stearman at Frazier Lake



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WAINWRIGHT
MEDICAL COMMUNICATIONS

32 Peralta Avenue
Los Gatos, CA 95030

Mimi Wainwright
mimisw@bayarea.net

office 408.395.5460
fax 408.317.2299
cell 650.906.1693

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408-836-5122

email : kregg@balancemyprop.com
website: www.balancemyprop.com



San Jose, California

Zdravko Podolski
Owner
Gold Seal CFI, CFII, MEI, Acro

**Aerodynamic
Aviation**

2650 Robert Fowler Way
San Jose, CA 95148
Telephone 408.251.4939
Cell 408.891.4041
Email zdravko@aerodynamicaviation.com
www.aerodynamicaviation.com

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San Jose, CA 95148
408-926-4030

AIRCRAFT DESIGNS, INC.

www.aircraftdesigns.com

Martin Hollmann, President
5 Harris Ct. Bldg S. Monterey, CA 93940
(831)621-8760 Fax (831)211-7376

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

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Membership Chairman: Don Von Raesfeld, draesfeld@sbcglobal.net 408-507-0951