



The Intrepid Airmen



November 2012

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San Jose, CA

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November Event: Mark Von Rasefeld

Mark Von Raesfeld, the son of our Membership Chairman, will be showing some of his aviation photos. Mark is an accomplished photographer, and his airshow pictures have appeared in the Newsletter regularly.

UPCOMING EVENTS

November Chapter Meeting

Thursday, November 1. Terminal Building

Chapter 62 Board Meeting

November 8 at 7:30 PM in the Terminal Building, all welcome.

November 9 Aero Club of Northern California Awards Dinner.

December 6 Holiday Party celebrating Young Eagles and Russ Todd, Young Eagle Coordinator of the Year. 6:30 for 7:30 dinner.

January 3, Don Campbell of Samson Motorworks speaking on the *Switchblade*.



Grumman Tracker
Santa Rosa, California

EAA Chapter 62's April meeting will be held at the RHV Terminal Building

Everyone is welcome, and please bring friends

6:30 PM General Meeting
7:30 PM Presentation

Editor's Notes, by Mark Wainwright

It is with special sadness that we report the death of longtime member and noted aircraft designer, Martin Hollmann. Martin fought a long battle with cancer and managed to stay with us several years longer than his doctors said he would. Don Von Raesfeld writes on the following page about Martin's life.

October was very busy for me with our daughter, Adelaide getting married in New York on Saturday the thirteenth. I arrived six days earlier and was put into non-stop motion until the hour of the wedding. Neither Mimi nor I had anything to do with the planning, so I can say without taking any credit that Adelaide's was the best wedding I had ever been to. Colin, my new son-in-law, is a musician in his spare time, and he rounded up the most talented of his friends to play all night long. The bride and some of her college friends made the wedding cake, and Sophia, Max Wainwright's girlfriend, produced a special vegan version on her own. Adelaide and her cousin Lily worked hard on the beautiful decorations and flowers, and Max and I went off to Home Depot for raw materials to construct the arbor under which the newlyweds said their vows. Our airplane-building skills certainly came in handy.

There was a little time for flying: I tried to sneak a little Citabria time in on my own, but the sharp-eyed people at Aerodynamic noted that it had been 37 days since my last taildragger time, so it was off to Watsonville with Chapter member and CFI Erik Schmidt. As Don notes later, I wrangled Rusty into taking us flying in his 182RG to South County, during which time we managed to loosen the molasses in the prop governor and freshen up the lower spark plugs. Fortunately, Jocylene Von Raesfeld seems to have kept her good humor while Don, Niner, and I were out joy riding.



Jonas Dovydenas, who flew me in his "swing wing" Falco from Cisco, Texas



budding physicist and his Dad

We have no fly-outs planned, but there are always possibilities. Former President Terri Gorman suggested that we visit Catto Propellers near Calaveras County Airport, where they employ some cool 3-D milling machines. It's a thought.

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Martin Hollmann

December 6, 1940 - October 12, 2012, by Don Von Raesfeld

As most of you are aware by now, long time EAA Chapter 62 member Martin Hollmann passed away on October 12, 2012. I first met Martin on March 6, 2008 when he was the speaker at our Chapter's General Meeting that night. He gave a talk on Homebuilding and covered many of the jobs and places he worked and things he enjoyed, including surfing. After the meeting when I returned home that evening, I remember telling my wife what an incredible individual this man was. He was a great man and did many incredible things. He designed the Stallion, a six place high wing aircraft, which he produced in kit form. The Stallion that he owned and flew is now for sale. You can find out more about this at Martin's website www.aircraftdesigns.com. You can also still purchase any of Martin's books at this website including his autobiography "MY LIFE". Rita, Martin's wife, informed me that she promised Martin to keep his books in print. Martin will be missed by many. May he REST IN PEACE. Below is Martin's obituary which was in the Monterey Herald.

Life Legacy

Martin was born in Berlin, Germany, to Dr. Hans Erich Hollmann, a physicist, and Gisela Hollmann. In 1947, he moved with his family under Operation Paperclip, from Germany to Camarillo, CA. He was raised in Studio City, CA, and attended Van Nuys High School.

Martin was a born engineer. At age 15, he converted his 1915 Model T Ford into a hot rod. His T-Bucket was a sensation everywhere and always won first place in car shows. It ended up on the cover of many car magazines and also appeared in television shows and films, such as 77 Sunset Strip, Bikini Beach, and others.

After getting an education at San Jose State, San Diego State, and the University of Central Florida—earning a BA in aeronautical operations and a MA in mechanical engineering—he embarked on a career designing high-tech parts for airplanes, helicopters, and cruise missiles, for various companies including Lockheed, Martin Marietta, and Convair Aerospace.

Martin ranks among the best-known designers of private aircraft in the world. In 1976, he started his own business, Aircraft Designs, Inc., in Monterey, CA. He wrote three dozen books on the subject of aircraft design and self-published them. He also held classes to teach people how to design airplanes or do flutter analysis.

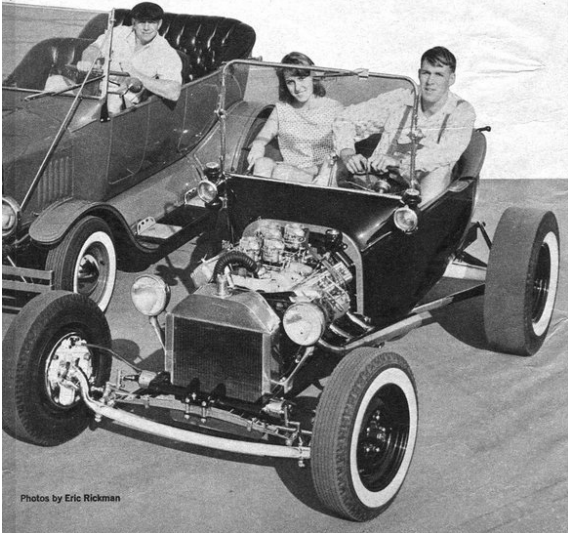
He designed and built his two-seater gyroplane, which is now on permanent exhibit at the Hiller Aviation Museum, San Carlos, CA. In 1994, he designed and built the Stallion, a graphite and fiberglass



(cont' on page 4)

six-seater, with a cruising speed of 235 mph, and a fuel capacity that enables it to fly cross-country non-stop.

At the age of 16, Martin Holmann purchased a Model A roadster. Three years and several rods later, Marty is in possession of one of the wildest street roadsters ever constructed



Martin was a past FAA Consultant and Designated Engineering Representative. He gave many talks in Europe, Israel, and the USA. He contributed so much to so many, and he will be remembered and honored for a long time to come.

In 1994, Martin met Rita, his second wife, and the love of his life. They were soul mates for 18 years, and both had an abiding love for the ocean. Rita shared his enthusiasm for adventure and the outdoors, for flying, sailing, creating movies, and writing. They were a great inspiration to each other.

Martin was an avid surfer until he was diagnosed with terminal cancer, almost three years ago. He had always been the protector in his relationship with Rita, but Rita took over when he became ill. By initiating and maintaining an extremely healthy lifestyle, they greatly extended Martin's life beyond the couple of weeks the doctor first gave him to live. During this time, he was quite active and made many new friends in his

neighborhood of Del Rey Oaks, while walking the steep hills daily.

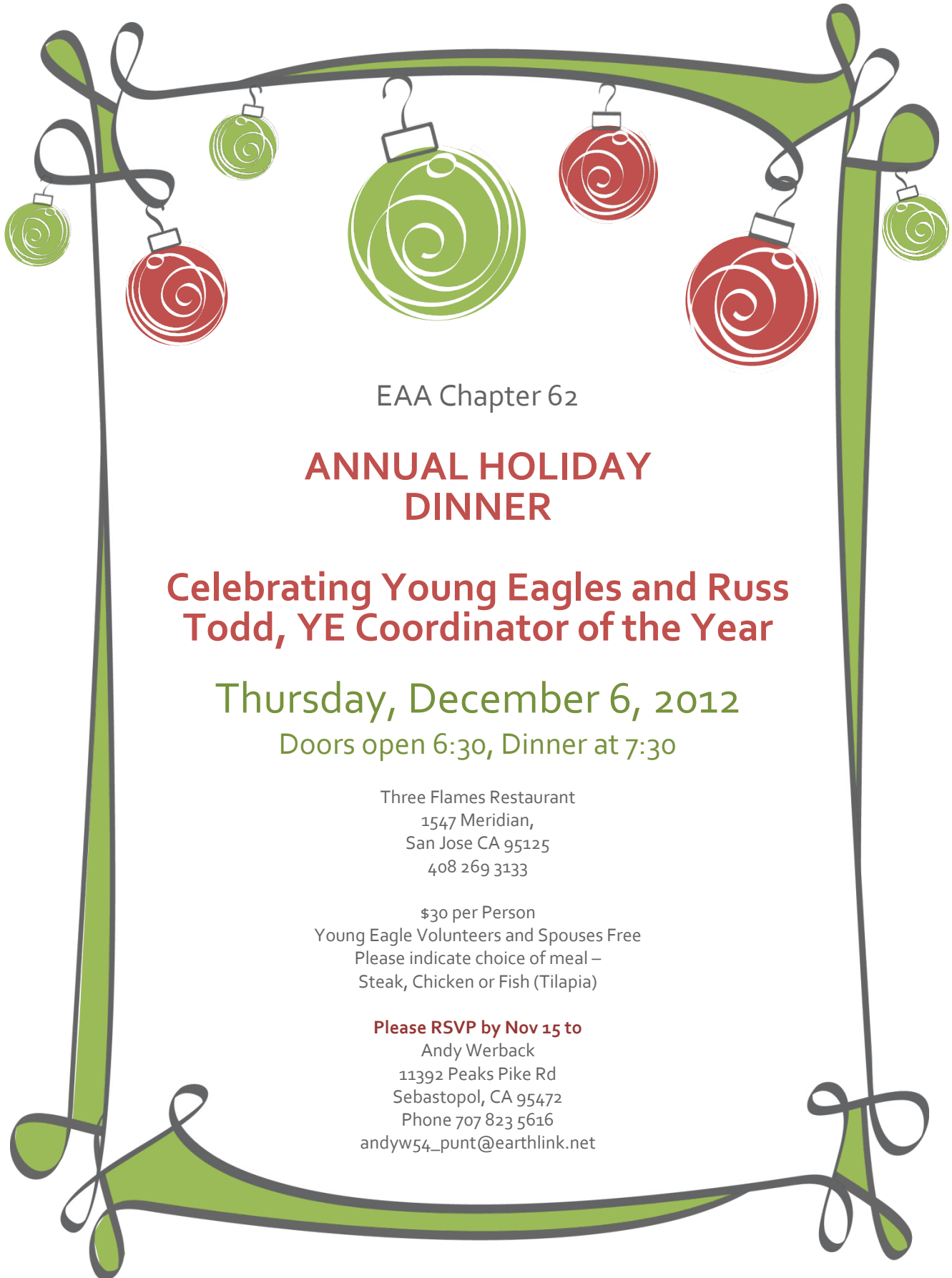
Martin was a warm-hearted and generous person, who always thought of those who were disadvantaged and tried to help them. He will be missed by so many. On Columbus Day, he started his journey to sail away. He died five days later, at home, in the arms of his wife, Rita.

Martin was predeceased by his parents. He is survived by his wife Rita Costa-Hollmann; his beloved sons, Eric Hollmann, Ph.D., San Diego, and Christian Hollmann, New York, NY; and his two sisters, Christa Brazier, Danville, CA, and Gaby Hollmann, Munich, Germany.

Memorial services will be held at a later date. In lieu of flowers, gifts in his memory may go to the American Cancer Society.

Martin, his son Christian, and the Stallion





EAA Chapter 62

ANNUAL HOLIDAY DINNER

**Celebrating Young Eagles and Russ
Todd, YE Coordinator of the Year**

Thursday, December 6, 2012

Doors open 6:30, Dinner at 7:30

Three Flames Restaurant
1547 Meridian,
San Jose CA 95125
408 269 3133

\$30 per Person
Young Eagle Volunteers and Spouses Free
Please indicate choice of meal –
Steak, Chicken or Fish (Tilapia)

Please RSVP by Nov 15 to
Andy Werback
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The Building of a VariEze

by Dan E. Hogan

reprinted with permission, Air Progress, 1980

Normally, most of my spare time is spent at my favorite sport, tennis. However, while enjoying myself one warm sunny fall afternoon in 1976, something happened which changed all that for the next two years. From out of the northeast, I heard a very fast-revving engine in the sky that was not the usual standard aircraft sound. In a few seconds, a tiny craft appeared over the courts and our tennis game came to a complete halt as everyone couldn't help staring up at "Star Wars," scene one.

As you may have guessed by now, what we were seeing for the first time was Burt Rutan's prototype VariEze. The sound of the little engine flipping over and the weird shape of the aircraft really got inside me and it was love at first sight ... make that first flight. (As most Eze enthusiasts know, N7EZ was originally flown with a VW engine, which accounts for the high rpms.) Quickly the little plane flashed out of sight and our game continued.

In a matter of minutes, it again appeared for a slightly lower pass right overhead. As before, it was gone almost before I had a chance to see what was to prove to be the ruination of my tennis game.

As luck would have it, my good friend and ex-P-47 fighter pilot, Stan Hill, was outside that same Saturday doing some chores around his home in Santa Barbara and was seeing the same sights and having the same thoughts as I. The following week, we were to bump into each other and comment on our experience of a few days ago. Our thoughts and remembrances of seeing our first Eze were predictably the same. Shortly, all the flying magazines began featuring Burt's new homebuilt with many pictures and fine articles that were to really light our fuses. The little canard seemed to be on my mind with each new feature to hit the newsstand.

At this point in time, Jack Cowden, a new friend to me but an old friend of Stan's, came into the story, and before long a trip to Mojave was planned to see the amazing craft close up. Sixty-five to seventy people were expected to attend a builder's seminar, and Burt was totally unprepared for the upward of 250 builders and prospective builders that showed up. We were lucky and had folding chairs to sit on . . . many had to stand. All of the things that were demonstrated to us were very new, and I could listen and believe that this man knew what he was talking about. At least he was very convincing to the three of us that fall day in the desert at Mojave. As the afternoon shadows began to lengthen, Burt finally said the next few minutes would be "break time," after which we could all go over to the hangar and inspect N4EZ—the second generation VariEze, which was powered by the more conventional O-200 engine.

The crowd around the little bird, which was kneeling in a strange nose-down attitude, snapped pictures and oohed and aaahed for a short time. Burt then selected a fellow who was about 6'3" and asked him if he wanted a ride in the back seat. With a shoehorn, he was tucked in and the O-200 was hand propped to life on the second flip, which seemed to disturb Burt—but then it was cold.



VariEze in Ohio

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VariEze, cont'

With a gentle lift on the canard, the nose came off the ground, and down came a spindly-looking nose gear. Rutan is no midget but his practice showed as he hopped in with a great deal of ease and they taxied to the long cement runway.

The run-up was hard to hear, as the wind was beginning to get serious now and I wondered if this was really sunny California, or was I somewhere in my childhood in northern Illinois? The takeoff roll seemed normal enough but as the sleek craft flashed by, Burt lifted off at a steep angle of attack. OK I thought, he's showing off a bit and that's to be expected under the circumstances and this zoom will soon level off to a more realistic rate of climb. Instead, the Eze seemed to slow slightly but the pilot held it in a steady spiral climb that was truly amazing. After a few high speed passes down the runway—fast for 100 hp—our little group decided we had seen enough and retreated to the warmth of a local eatery to discuss the day's events. I think it was on the way back to Santa Barbara that the deci-

sion was made. We were going to build a VariEze.

Shortly thereafter, a complete set of plans was purchased and orders sent for parts and materials from Aircraft Spruce and Specialty and Ken Brock Manufacturing, both outlets being located in the Los Angeles area. Many exciting hours were spent studying the very detailed construction manuals in anticipation of the arrival of blocks of foam, gallons of resin, and rolls of fiberglass cloth. A short ride down highway 101 in a pickup truck was faster and



Swiss VariEze

cheaper than having all those strange sized items sent by freight. Besides, it gave Stan and me a reason to stop by our favorite airport in Santa Paula. (Never miss the chance if you're close by for a visit into the past ... but that's another story).

Even though this was to be our first airplane we were confident of our skills as we have been involved with model planes all our lives, and after all, the VariEze is just a full size model. Even though it's a bit more complicated, anyone with a reasonable amount of desire and craftsmanship should be able to construct one.

Within a few days we were all set up to begin work in earnest on our new project. On most aircraft, it would be up to the builder as to where to begin. Not so with an Eze. The first item to be built is a bookend. That's right, a bookend. If properly done it will teach the skills necessary to build a "glass" airplane. Can you imagine how many strange shaped fiberglass bookends there must be in the world today?

With our newly acquired skills in the fine art of fiberglass construction, we made our first "hot wire" cuts on the foam block to form the inner core for the canard on March 18, 1977. We had decided to take pictures of the building process at each step of the way, and that first night we

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had something to show for our efforts that was truly amazing to us. The assembly of the foam cores was not difficult, and before long we were ready to do our first major exterior glass lay up. After re-reading the manual before each night's work, we started glassing the outer surface of the almost 12 foot long canard. I remember the exhaustion I felt that night when I went to bed and had to admit to myself, that was not fun . . . it was hard work mentally. I'm sure it was the pressure of having to start and go right through at a reasonable pace without stopping, and the fact that it was all so new to us. However, by the next few sessions I felt very comfortable with the new materials we were using to build our Eze.

Very early in our project we decided to locate an engine, which proved to be a good move, as Continental O-200s were becoming very difficult to find at a reasonable price. Because we did not want to buy an engine of unknown quality, we settled on a rebuilt from Western Cylinder in L.A., which was done to factory new specs and has proven to be a fine powerplant so far.

By maintaining a very regular work pattern of Tuesday and Thursday evenings plus the afternoon of Saturdays, we were able to complete many operations and show some finished components before long.



VariEze underside

I believe this is one of the reasons that the completion ratio to starts is high with the VariEze: progress is easier to see, and perhaps this generates a higher level of interest throughout the project.

I think it is worthwhile at this time to mention sensitivity to the materials used in the construction. Many builders developed a very irritating rash on various parts of their bodies, and once present, it is difficult to continue working with the resins and hardeners. This sensitivity seems to vary from person to person for no apparent reason. Perhaps our work schedule of three or four half days per week helped

avoid the problem, and I feel fortunate that none of us had the slightest sign of skin irritation. Others I have talked with who worked at a more serious pace seemed prone to develop a sensitivity problem. Occasionally I would hear of a builder able to practically swim in the stuff and to be totally unaffected by it. I understand that there is now 11 new formula out that eliminates the problem completely.

As the weeks became months, we pressed on, never missing a work session, and I must admit I was having a ball. I even recall a comment on what we would do with Tuesday and Thursday evenings once the plane was finished. I guess I would say that we were building an airplane for the fun and satisfaction of building it . . . not to hurry through the process just to have a plane to fly.

The timing throughout the project was very lucky with regard to modifications that Burt incorporated in the VariEze from time to time. The addition of ailerons, landing brake, and gear attachment mods did not cause us any major re-work. I would have been sick had it been necessary to cut into a com-

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pleted wing to install an aileron. This did happen to many people who were farther along with their planes than we were when most of the major changes came out in the quarterly Rutan newsletters.

I wonder how many designers would bite the bullet and do what Burt Rutan did to make the VariEze a safer plane to fly. Many will ask why all these changes were not engineered into the design before one set of plans were sold. I personally doubt that a man like Rutan will EVER be done with the design and refinement of the VariEze.

Soon we began to notice that the shop was getting crowded as we worked our way through the builder's manual, chapter by chapter. Parts were hung from the ceiling and stored elsewhere to make more room. Eventually, we reached a point where we could divide our abilities somewhat, which speeded up the building process. Hangar flying took place on a regular basis now and our photo album was getting filled up as our efforts began to produce assemblies that could be pushed outside for trial fitting and alignments. As word of our progress filtered around town, we began to find some of the work sessions turning into bull sessions. I'll admit I enjoyed them very much, and view them as part of building an aircraft.

The summer of 1978 saw a 75% completed Eze and a surprise last minute trip to Oshkosh with my boss in his Piper Archer. Twenty-four VariEzes showed up before the week was over, and I spent much of my time talking and listening to other builders and pilots. The daily "bull sessions" in front of the Eze display area were very enlightening, and I almost felt like one of the gang, but not quite; no plane yet.

I saw some rather average looking Ezes, some that were not, and a couple that were just gorgeous. Upon returning home with several rolls of color slides and the latest words of wisdom from Burt Rutan and several owners, we sanded, filled, and sanded some more to achieve the best finish we could without getting out of control on weight. Weight seems to be one thing that only a handful of builders have been able to control properly. With very few exceptions, most Ezes finish up on the heavy side. I secretly think even Burt's airplane is heavier than advertised.

Once the paint was done to our satisfaction, we began bringing all the assemblies together: final engine installation and wiring connections, brakes, upholstery, etc. Realizing we were beginning to run out of things to complete, I was getting more excited each day. At this point my boss, who is a complete flying nut and owner of the VW agency in Santa Barbara, made the casual comment, "You're going to let us display your Eze on the showroom floor aren't you?" This sounded like a great idea to the three of us, and besides, what a neat place to do the final -trim and detail work. As it turned out, it was a super place to also do the final weight and balance operations.



Not a VariEze, but close: Berkut

Strange looks on customers' faces and double takes were the order of the day for about two weeks. At night, the showroom was completely dark except for three spotlights on the Eze, which was quite striking. It wasn't long before the local newspaper came by to do an interview with us. After show time was over, the only place left to go was the airport, where we fortunately had access to hangar space.

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Our expense to this point totaled \$11,000, which included \$4,000 for the engine. I'm sure we could have done it for less and many have, but we decided to go "new" with very few exceptions.

The following Saturday, we started the O-200 for the first time. I had never hand propped an aircraft engine before, and while being cautious, I was not at all concerned about it. I was a bit startled when the engine fired on the first flip after two pulls to prime it. With our final inspection from the FAA in hand, we began the ground testing that is spelled out in the owner's manual by Burt Rutan.

At this point, we suffered some problems with our radio gear. We were able to receive loud and clear, but could not transmit properly. After much help and effort on the part of some friends, the problem was traced to a faulty new headset microphone. In preparation for the first flight, Stan had been flying many types of aircraft for several months and felt qualified to make the maiden flight. To make as much headroom available as possible, we took out the upholstery, as a parachute caused Stan's head to touch the top of the canopy.

Even though we had countless requests to notify many friends the day of the first flight, we had decided to have as few people around as possible. The following Wednesday morning, very early, we were all there . . . the four of us. My boss offered his Piper Archer to fly chase for us. Armed with a 35mm camera, we followed Stan out to the active runway. Final clearance was radioed from tower and away we went. As the little plane sped down the runway it seemed an eternity till Stan lifted off. In reality, the takeoff roll was about like the Piper we were in. The feeling that swelled through me at that moment I could never put into words. I can only guess how Stan felt. After all, he was doing the flying. I'm sure



Cozy

Jack, who was at the other end of the field with a long lens camera, felt much the same. The effort of all those months of loving work did indeed fly.

After clearing the airport and gaining sufficient altitude, Stan began feeling out N34VE. Wherever he went, we went, all the while in touch with him on 122.9. Gentle turns and slow flight were the order of the day, with a few landings at 4000 feet tossed in just because. The first flight was about one hour, and in that time I recorded mentally many pictures that will be with me all my life. The pristine white of the Eze's

outline against the blue of the sky and the Pacific ocean created images that made the 23 months of building time seem short. Soon we were asking landing instructions and re-entered the pattern. A slight cross wind had come up and Stan didn't like his first approach so he went around again. This allowed us time to land and be on the ground to watch the first landing. Out popped the landing brake followed by smooth landing. With the canopy open and a smile of satisfaction on his face, Stan rolled up to the hangar area. With a little throttle and left brake, he killed the engine and came to a halt parked just perfectly

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as he must have done many times years ago. The little VariEze was far removed from the image of the P-47 fighter he was remembering with fondness from his past.

Another complete inspection was followed by many uneventful hours of flying to build the necessary time to allow the FAA to sign off the EZE. I'm sure Stan grew very tired of looking at the same scenery for 41 hours. He used the time to slowly expand the flight envelope and gain proficiency with our new toy. I was especially proud of the fact that the plane required no trim adjustment at all.

At this point, we began to seriously consider the possibility of making the trip back to Oshkosh for the '79 Convention. I'll admit I had mixed emotions about going that far with a new airplane that didn't really



Amsoil Racer

have much cross-country time or it. I sure wanted to go, and my boss entered the story again. He was going in the Piper and taking three of his youngsters along. It didn't take too much to convince us that we could fly along with him and not have to worry about any radio or nav work, as his ship had dual this and dual that. His cruise was a little slower than we normally fly, but we didn't mind, as we were still being considerate of our new engine. The trip across and back together gave us many opportunities to get some super pictures of the Eze.

A flight to Oshkosh is a story by itself, and I'll not try to tell it here. I would, however, encour-

age anyone who has never been there to put it on the top of his list as a definite must. N34VE flew there and back and never gave a minute's trouble the entire trip. A few takeoffs under less than ideal conditions really made believers out of Stan and me. Our VariEze performed as advertised, and in some areas, better.

As for Tuesday and Thursday evenings ... well, there is now a HiperBipe under construction, which may force the sale of N34VE. We'll see! In the meantime, Charlie Brown, these danged flyin' machines are sure the ruination of my tennis game.

Editor's note: some photos courtesy of Airliners.net. Also, my thanks to the author and to my friends Anna and Joseph Wolfe for making this article available to us.

Membership Notes by Donald Von Raesfeld, Jr.

Membership Chairman
408-507-0951

November 2012

Our Chapter's last General Meeting was held on Thursday October 4, 2012 in the Reid Hillview terminal building. The meeting was called to order by President Konstantin Blank at 7:25 PM.

We had a small turnout for this meeting, only about 20 people showed up including two new members. I would like to welcome Louise Lane and Kelly Pack to the chapter. Louise Lane, who has been helping out at our last few Young Eagle Events, has been a member of EAA Chapter 105 in Portland, Oregon. She is working in the Bay Area now and has joined our chapter. Also on hand was new member Kelly Pack. Kelly is from Tucson, Arizona. I have not yet had a chance to speak with her yet but I am looking forward to doing so. Welcome to EAA Chapter 62. Also on hand was Andy Werback's wife Sam.

New member Louise Lane gave a presentation on Chapter 105's FLIGHT PROGRAM for our chapter to think about. It was recommended to consider this at our next board meeting.

Andy Werback then presented the plan for our Holiday Dinner. This year we will be celebrating Young Eagles and in particular Russ Todd, who was named Young Eagle Coordinator of the Year at Air Venture 2012. The dinner will be held on Thursday, December 6, 2012 at the Three Flames Restaurant, 1547 Meridian Avenue, San Jose, CA 95123. Doors will open at 6:30 PM followed by dinner at 7:30 PM. Price will be \$30 per person. Young Eagle Volunteers and their spouses are welcome at no charge. Please



Andy Werback and Howard Steege

choose Steak, Chicken or Fish (tilapia) when you RSVP by November 15. Watch your email for the official invitation.

After the chapter business had been taken care of it, was time for the evening's program. This was Movie Night. Andy Werback started off by showing a video from the Red Star Pilots Association. This video included a lot of air to air footage and was filmed in Southern California and Phoenix, Arizona. Vice President Mark Wainwright then presented pictures from the West Coast Falco Fly-In, which he attended in Texas, and also a trip to the Supermarine Aircraft Spitfire Factory. Mark showed a few short videos starting with a video of his first solo in Citabria N5302G shot by former chapter member

Mike Francis. Mark then showed some short videos about the Supermarine Aircraft Spitfire, a 90% scale aircraft of the Supermarine Spitfire MK26B. There is more information about this aircraft at <http://www.supermarineaircraft.com/about.htm>.

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After Mark's presentation, we watched a video of a talk Archie Maltbie gave at the Golden Gate Chapter of the Commemorative Air Force in January 2010. If you attended our meeting in February of this year you will remember that Archie flew P-47 Thunderbolts in the European theater during World War II. It was interesting seeing this video.

The Aero Club of Northern California Awards Dinner will be held on November 9, 2012. This event will start at 6:30 PM at the Hiller Museum at the San Carlos Airport and will be honoring air show pilot Julie Clark, as well as raising money for scholarships for students in San Francisco Bay Area aviation programs. Reservations are required. For reservations call the Aero Club at 408-646-7139 or log on to <http://www.aeroclubnorcal.org/>.

ANNUAL CHAPTER BARBECUE

On October 20, 2012 we held our annual chapter barbecue on the lawn in front of the Reid Hillview terminal building. I sent out announcements but we had a very small turnout. Despite the low turnout we had a good time. Andy Werback along with his wife Sam flew their Lancair Legacy down from Santa Rosa. Rusty Wells was there to cook the hamburgers with the help of Randy Wilde. Jon Garliepp and his wife Carol were there along with a friend Howard Steege.



Special Chapter 62 cake

Howard was a First Lieutenant with the 20th Army Air Force from September 1942 to October 1945. He was a navigator on B-29s flying from Saipan to Japan and he completed 33 missions, 31 of which were in combat. Two thirds of his mission were flown in "Dauntless Dottie" with pilot Col. Bob Morgan. (Col. Bob Morgan, eighth Air Force unit, flew 25 European missions in the B-17 "Memphis Belle".) Howard arrived in Saipan in October 1944 and flew his first mission in March 1945. It was very interesting listening to Howard talk of some of his experiences.

Wolfgang Polak and his wife Gudren also attended as did Russ Todd, Mark Wainwright, Konstantin Blank, myself, my wife Jocylene, and of course Niner. It was a small gathering

but we all had a great time. In addition to the hamburgers barbecued by Randy and Rusty, we had chips and dip, salad, water and soda, deviled eggs, and for dessert, ice cream, pie, and cake pops.

For Howard I think the highlight of the day had to be when Andy took him for a flight in his Lancair Legacy. It looked like Howard really enjoyed this flight. Thanks Andy. I think you made Howard's day.

Mark Wainwright talked Rusty into flying his 182RG. Rusty asked if Niner and I wanted to go along. Of course I said yes but had to clear it with Jocylene first. I told Jocylene that we would probably be gone about 45 minutes. She said that was fine. We left RHV making a left downwind departure. We flew south and Rusty wanted to see if anything was going on with EAA chapter 110 at South County. We landed at South County airport and went over to the *Wings of History Museum* to see if anyone from Chapter 110 were around. There were a few members and we talked for a few minutes. Rusty had gone off to look at an engine while Mark and I looked around a bit. I tried to call my wife and let her know

(cont' on page 14)

Membership Notes, cont'

where we were and what we were doing. However, she did not have her phone with her and my calls went unanswered. We finally got back to the aircraft and departed South County for RHV. We landed and taxied up to the terminal. My wife was still there waiting. The barbecue was over and everyone had gone except Randy who waited there with my wife. Thank you Randy. I owe you big time. We were gone for two hours and I think if it had not been for Randy, I might not be here today. Jocylene might have killed me. Not really. After 39 years of marriage she knows me and puts up with me. I love her and she is the greatest.

I hope you all have a HAPPY THANKSGIVING.



Flight Dog Niner behind Captain Rusty and FO Wainwright

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