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### UPCOMING EVENTS

**Monthly Meeting,  
October 7  
Victory Aviation**

**Corvair College #18 at First-  
Light Aviation, Livermore**

October 1-3—how to convert a Corvair engine for aircraft use.

**Board Meeting**

October 14—all welcome

**Salinas Airshow**

October 2-3

See [www.salinasairshow.com](http://www.salinasairshow.com)

**Aerodynamic Aviation 50th  
Anniversary**

October 9—Aerodynamic Aviation, formerly Amelia Reid, will be celebrating with a party. For more contact Allan Hughes: [allanh@aerodynamicaviation.com](mailto:allanh@aerodynamicaviation.com)

**Fleet Week**

October 9-10—The airshow starts 1 PM each day, the Blue Angels fly at 3 PM. See [www.fleetweek.us](http://www.fleetweek.us) for details.

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## October Event: Zeke Smith will speak on vacuum bagging and other composite techniques

Next Thursday Zeke Smith will talk about composite construction techniques. Zeke is the author of Advanced Composite Techniques and Understanding Aircraft Composite Construction, Second Edition. Zeke is a well-known expert in all areas of composite aircraft construction, and he will share some of his knowledge with us.

### Advanced Composite Techniques

Lightweight Moldless Techniques  
For The Aircraft Homebuilder  
by Zeke Smith



Aeromast Press, Reno, California



VICTORY AVIATION  
2502 John Montgomery Drive

6:30 PM Food and Hangar Flying  
7:00 PM General Meeting

EAA Chapter 62 meets at Victory Aviation the first Thursday of the month, except in August, when we meet on the second Thursday. Everyone welcome.

Come and join us, share your experiences, and meet new friends.

### Newsletter Deadline

Articles need to be submitted by the 20th of the month to be included in the next newsletter

[mlwainwright@mac.com](mailto:mlwainwright@mac.com)

## President's Column by Wolfgang Polak

Judging by my calendar, September and October is the peak of the flying season. Everyone is back from summer vacation and there are flying events everywhere: Watsonville, Palo Alto, Reno, Chico, Salinas, Fleet Week.



The organizers of the Watsonville fly-in were hoping that September would bring better weather than May. Maybe the strategy worked: at least things cleared up for the afternoon airshows. But flying in was a challenge with about a 1-hour VFR window before the airshow on Saturday. Things cleared up even later on Sunday. The Friday night show was canceled. There seemed to be a good turnout of displays and visitors but only about a handful of tents were seen in the camping area.

The chapter had a good Young Eagles event at the Palo Alto airport day. We spent a good bit of effort making this event happen and I'm glad things went smoothly. Hopefully the process that enabled us to get insurance for the event can be repeated in other places.

The big news from Reno was that for the first time in the history of the Air Races, the Unlimited and T-6 gold races were canceled due to high, gusting winds. The Snow Birds, my favorite formation team, put on a great show. But even they appeared to be affected by the windy conditions on Sunday and they changed some of their challenging line-abreast formations into vee shapes.

I hope to see you all at the October meeting where Zeke Smith will talk about vacuum bagging.



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# Looking Up and Remembering 9/11

by Terri Gorman, SCV99'er and former EAA Chapter 62 President

The date 9/11/01 has a special meaning to all of us. For many of us, it's a date we shall never forget. On 9/11/10, at Palo Alto Airport, there was silence while a woman sang the National Anthem; followed by a local minister who said prayers for those lost on 9/11/01 and for the many people involved in the recent fires in San Bruno that destroyed their homes and where a few lives were lost. Everyone remained silent as we lifted our eyes to the sky to watch a formation of flight led by Wolfgang Polak, EAA Chapter 62 President and member of Palo Alto Pilots Association.



Wolfgang was the Flight Leader flying his Grumman Tiger. Colin Aro and Bert Gillings piloted Grumman Travellers. Mark Kadrich flew Michelle Reid's highly polished Swift. Christian Goetze flew a Cirrus SR22. Bruce Poulton flew a red and white V-tail Bonanza. Jamie Courtney and Paul Marshall flew straight tail A36 Bonanzas and Chris Baker and Marcos Della flew V-tail Bonanzas 35. This Formation Flying was the best that I've ever seen and I've been to many air show events.

The entire Palo Alto Airport Open House was very well organized with aviation-oriented booths set up around the perimeter of the airport. The music during the fly-bys created an affect of an old time air show. Next to the Terminal Building, children 8 to 17 years of age were being flown as Young Eagles under the direction of Russ Todd, Chapter 62's Young Eagle Coordinator. Many thanks to all the Young Eagle Pilots who provided their planes, fuel and time for giving each child a flight, and many thanks to everyone who volunteered and organized another outstanding event.



Orange Swift at PA Airport Day

## Young Eagles at Palo Alto Airport Day by Russ Todd

I flew in a C182RG to Madras, Oregon for the week and will be home on Monday the 27th. Nice trip and good weather on top at 10.5 until the final 63 miles when the cloud deck closed in. I picked up an IFR clearance for the last 20 miles and completed the trip with a GPS approach into S33 which did the job very nicely. It has been a wonderful week visiting with my son, wife, and two grand daughters.

It seems as though it has been a long time since our last Young Eagles Rally at Wings of History on May 8. Our president Wolfgang Polak deserves all the credit for his work with the Palo Alto Airport Association and the EAA main office to end the dry spell of Young Eagle Rallies for the summer of 2010 and to bring about this rally.

Now for EAA 62 at PAO Airport Day.

I can only say it was a wonderful day in every way, the weather, the airport situation, the pilots, the volunteers and the numbers. I have to rely on my memory for them, but some of them are: 117 new Young Eagles, 10 pilots and 10 planes making a total of 40 flights. You can't beat that. It was a full, busy day for everyone. I can only remember one outstanding number and that is of Ken Wilson's total for the day: 21 Young Eagles in 7 flights. That was tops for the day. Nice going Ken! I think you're going to set the record for Young Eagles flown again this year. Of course, several of the pilots flew 15 and 12 and, although I don't have the numbers right in front of me to give them the credit due, they all did a very fine job.

Registration took place in the GA Terminal; it's air conditioned and the setup of registration tables and certificate printing table behind worked just right. You should have seen the crowd in there signing up for flights. Lisa Bickford manned (ladies?) the registration table assigning flights and Michelle Lewis typed out all the certificates. Accuracy was their watchword; your YE Coordinator never had such an easy time finishing up the registration forms and sending them off to Oshkosh because of their efforts. Oh, I liked that.

Our YE pilots stood next to the registration table to pick up their



Russ at Palo Alto

(cont' on page 5)

## Upcoming Events, cont'

### Young Eagles at South County

October 23—The final Young Eagle event of the season will be at South County airport from 10 AM to 2 PM.

### EAA 62 Fly-Out to Death Valley

Nov 6 - Nov 7—EAA 62 Special Event. Overnight. See [skyvector.com/airport/L09/Stovepipe-Wells-Airport](http://skyvector.com/airport/L09/Stovepipe-Wells-Airport)

### EAA 62 Annual Holiday Party

December 2—likely at the Crown Plaza in Milipitas

**For Fly-Outs**, please RSVP to Mike Francis a few days before the event.

Mike's email is:

[m\\_d\\_franis@yahoo.com](mailto:m_d_franis@yahoo.com),

or phone him: 510-624-1217

## Events of Interest

**Tradewinds Aviation** will begin conducting Instrument and Private Pilot Ground Class during the week of October 4, Please contact Tradewinds at 408.729.5100.

Tradewinds is also pleased to announce that the Cessna Corvallis TT will be available for rental to qualified pilots.

## Lodi Fly-Out by Mark Wainwright

Former EAA 62 President Terri Gorman invited me to join her and her husband, Bob, on a fly-out to Sonoma Skypark. The plan was to meet other SCV 99ers and eat at the barbecue



Bay Area low clouds

## Young Eagles, con't

assigned kids and walk with them out to the planes lined up in our usual arrangement at PAO transient parking.

I remember Russ Todd (my son) and Andy Werback marshaling the airplanes and doing their usual enthusiastic and excellent job. I enjoyed seeing them using all the proper hand signals to direct pilots into position in the transient area. When the pilots and kids returned from their flight they walked up to another tent/table where the certificates were waiting for signing and presentation to the new Young Eagles. I thought the flow worked very smoothly.

We took a lunch break at noon and quickly finished off 40 Togo sandwiches during the formation flyover. I counted 9 planes in the first formation. It looked very professional to me. When all the formation planes were down we resumed the Young Eagles flights until 2 PM.



Young Eagles

The wing rib building was located across the parking area next to the first hangar and under a tent. At first I thought it was too far and out of the way, but it seemed to work just fine as the building was crowded all day with kids and parents each time I looked or walked over to it. I thought the wing rib building was going especially well because so many parents were hovering over and engaged with their kids. LULAC (League of Latin American Citizens) did an outstanding job assisting with the rib building and making supplies available as needed.

A big thanks goes to John Castner and Andy Werback for trucking up the tents, tables, chairs and paper work to PAO and return. Those things are so necessary for pilots and coordinators and make Young Eagles Rallies possible.

A month is coming to the end and another one is about to be started. The new month includes the last Young Eagle rally for the year. It's at South County airport on the 23rd of October. Keep it in mind, set aside the date, and plan to be part of it.



## Lodi, con't

hosted by EAA Chapter 1268.

Unfortunately there were low ceilings over most of the Bay Area: we were just able to make a VFR departure from Reid Hillview over Calaveras Reservoir. After flying above the 680 Corridor, Bob made the decision not to circle through the cloud cover, so we took a leisurely tour of the Sacramento / San Joaquin Delta, and landed in Lodi for lunch. Lodi has a terrific old-timey airport with a nice café; during our time on the ground the local parachute school operator was dropping his clients out of a Twin Otter jump plane at a rate that seemed like every 5 minutes.

Bob and Terri switched as pilot-in-command, and Terri made a very precise approach and short landing on runway 31R at Reid Hillview. Terri, who seems to know everyone at Reid Hillview, was greeted by a number of "Hellos" over the tower frequency.



America!

# The Last Frontier: Alaska

## Flying in My Glasair 1RG, by Steve Plyler

During our week-long adventure my crew member/girlfriend, Terry, and I saw Bushart Gardens, Glacier Bay, bears, and salmon running upstream in the Southeastern peninsula of Alaska. On our first night, on Vancouver Island, the B and B in Victoria had cozy old world charm, with sherry and cookies in the Library. It was an amazing pleasure. The two biggest flying challenges we encountered were the international border crossing and some marginal VFR (but common) local flying weather.

### International Board Crossing

The Internet's [www.aopa.com](http://www.aopa.com) and [www.navcanada.ca](http://www.navcanada.ca) were two great resources for the trip. The on-board requirements are, in part: pilot's license, current medical, weight and balance, aircraft airworthiness certificate, 121.5 or 406 ELT, radio station license, Mode C transponder, proof of \$100K foreign public liability insurance,

emergency equipment, 12" tall aircraft ID numbers, aircraft operating limitations information, permanent aircraft registration (no temporaries), a U.S. Customs and Border Protection (CBP) sticker and a signal gun. Emergency equipment requirements are pretty much like bringing food and preparing to camp for a week. However, nobody ramp checked us for this emergency gear. I was glad we had it and didn't need it.

Since the end of 2009, crossing the US border has required a prior phone call to the CBP, an e-file of a passenger manifest (list), and expected arrival time. "eAPIS" (Electronic Advance Passenger Information System) is the name of the beast. Fortunately, this year I asked the staff at the Federal Building at

Airventure (Oshkosh) to help me set up my on-line eAPIS account. It turns out that it's fairly easy and quick to use once I got past the figuring-it-out bit. I was advised to create the possible passenger list within my eAPIS account prior to creating a manifest: select from a pull-down passenger list then select "show detail" to auto-fill in the passenger information. I did a lot of extra passenger information typing until I figured the "show detail" button.

The morning of our departure and before leaving my house in San Jose, I e-filed the manifest for a 4 PM Canadian border crossing time. By the time we stopped in Eugene, Oregon for fuel, it was painfully

*(cont' on page 7)*



Sitka Approach



Ketchikan

## Steve Plyler to Alaska, con't

apparent that we would be 2 hours late. In the pilot's lounge, I tried to modify the manifest online to no avail so I e-filed a new report with the corrected time and hoped for the best. We asked for flight following north-bound upon leaving Eugene so that Air Traffic Control (ATC) would hand us off to



Ketchikan, Alaska

Victoria Approach with prior assigned transponder codes. This made the international transition smooth. Upon arrival in Victoria, I called the Canada Customs and Revenue Agency (CCRA) and was cleared to go without seeing an agent or a ramp inspection to my relief. No mention was made about the arrival time adjustment.

The next day, before re-entering the U.S. at the Ketchikan, Alaska Airport of Entry, I called from my fuel stop at Port Hardy, B.C. to advise Alaska CBP of my intended arrival in two hours after e-filing the intended border crossing. We were

within the 30-minute plus or minus arrival window for landing in Ketchikan. A pleasant officer met us on the ramp. He only wanted to see our passports. Since internet access is sparse in the 'last frontier' he said the Alaska CBP is somewhat lenient about compliance with the new rules.

Four days later, our return into Canada was very casual. After landing at Port Hardy, Vancouver Island, B.C. and calling immigration on the cell phone, again the official didn't come out to the plane. I was given a report number to copy and was advised to have a nice visit.

The following day was a completely different story for our U.S. re-entry into Portland, Oregon. From Victoria, B.C. I could not find the local phone number for the CBP at Portland even after calling flight service, the Canada Customs and Revenue Agency, and directory assistance. The CBP agent was unhappy that I called with less than 1 hour prior to arrival. He wanted to see my passport, pilot license, medical and CBP sticker. All ended well anyways.

The CBP office phone numbers are readily available during business hours and at the airport control towers. I find the best time to e-file eAPIS is after flight planning, aircraft preflight, filing the flight plan, fueling up and just before jumping into the plane. This gives me a better guess on arrival time. Since the eAPIS system remembers the passengers and information once the data has been entered, e-filing on the airport flight planning room's computer only takes about 5-10 minutes with the 4 character airport identifiers.



Port Hardy, British Columbia

### Go or no go? Sitka to Ketchikan

For the 250-mile flight from Sitka to Ketchikan, Alaska the weather report was for occasional ceilings at 800, 1500-2000 broken, 4500 overcast with scattered showers and embedded towering cumulus,

*(cont' on page 8)*

## Steve Plyler to Alaska, con't

obscuration of the 3500 foot mountain tops. I am not yet instrument rated and we definitely had MVFR (marginal visual flight rules) conditions. Two weeks earlier at Airventure in Oshkosh and with this trip in mind, I attended a few forums about inadvertently flying VFR into IMC, (instrument metrological conditions). The repetitive theme was to remember that getting somewhere (or staying where you are) alive is way more important than getting to a destination on a schedule.

During an hour of discussion with local pilots and flight service, we considered initially flying south at 1000 ft counterclockwise from Sitka around Baranof Island. Additionally, we prepared for a possible diversion to Prince Rupert or Juneau, or returning to Sitka if the weather was not VFR. If conditions permitted we would cut through some passes along the way. For emergency landing we looked at water, rocks, and trees. So in addition to the airline-style inflatable life vests on board, we prepared a survival backpack for an engine failure and a water ditching. In the pack we had a portable 406 transponder, a hatchet, cooking gear, a signal flare gun, fishing gear, matches, emergency blankets, etc. Since VORs are very sparse in the area, Terry was to track our position on the map for navigation backup in the event my Garmin 496 GPS pooped out.

The weather risk seemed manageable so we decided to go for it. Soon after departure we encountered light rain. Light rain turned to moderate and the visibility deteriorated to 3-5 miles. It was spooky and we wondered about diverting. Despite the rain, the visibility stayed above 3 miles and we could see beyond each of the rain cells we encountered, so we kept going. For the next 75 minutes, we enjoyed the spectacular vistas of cloud layers, occasional rain hammering the wind screen, gorgeous numerous uninhabited forested islands and gradually improving weather. Since low clouds blocked the passes across Baranof and other intervening islands, we followed the waterways to Ketchikan.

This flight gave me renewed respect for weather and for the value of flight planning especially the need to prepare alternatives. Flying to Alaska is truly an adventure into a wilderness and one of the best flying trips I've had.

**Itinerary:** 5 days of flying out of 7

- Reid Hillview to Eugene Oregon. to Victoria, Vancouver Island, British Columbia
- Victoria to Port Hardy, Vancouver Island, B.C. to Ketchikan, Alaska to Gustavus, Alaska
- Gustavus to Sitka, Alaska
- Sitka to Ketchikan to Port Hardy to Victoria
- Victoria to Portland, Oregon to Reid Hillview, California



Halibut in Gustavus - what they look like before you eat them



## Annual Barbecue at the Von Raesfeld's house



Another excellent annual barbecue hosted by Don and Jocelyne Von Raesfeld. Our thanks for their hospitality and efforts.

Gudrun and Wolfgang



Don's new buddy



Don



Don Wiggin and Bob Meuse

## Membership Notes

by Donald Von Raesfeld, Jr.

Membership Chairman  
408-507-0951

OCTOBER 2010

Our September General Meeting was well attended. Doug Henson was our guest speaker along with Ryan Vaughan. Doug built an award-winning Falco and talked about the process involved. The Falco is an all wood aircraft. Doug flew over from Livermore, his home base, and had his Oshkosh 2008 Grand Champion Falco on display for all to check out. What a beautiful aircraft.

Ryan is in the process of building a Falco but is building it from scratch. He brought along several parts that he has completed.

We had several visitors at our meeting. Among them were Mark Wainwright's wife Mimi and son Max. Mike Johnson was visiting from Columbia, California. Mike is interested in joining our chapter and has an avionics repair business on the Columbia airport. You can check it out at [www.instantavionics.com](http://www.instantavionics.com).

Another visitor to our chapter meeting was Ron Carmichael's father-in-law Art Littlefield. Ron sent me the following information about Art who recently celebrated his 90th birthday.

Art Littlefield began flying when he and his two brothers bought a Curtis Robin aircraft with an OX5 engine in 1929 and began taking flying lessons with a gentleman named Bob Dobbins who, besides giving lessons, also taught at a local vocational school. When a hard landing broke a landing gear strut and some wing ribs, the airplane was repaired at the vocational school by students and the instructor. All brothers got their licenses. One went off to college on a golf scholarship, the oldest checked out as an airline captain with TWA before deciding his true passion was teaching at the college level (ending up as Seton Hall University Chairman of the Business Department.



Wainwrights by Henson Falco

He gave flying lessons on the side). The last (and youngest) was Art Littlefield. Art continued flying and became an instructor in the CPT (Civilian Pilot Training Program) and eventually was hired by United Air Lines after his young wife insisted he not fly overseas (with Pan American Airlines). Eventually, he became the youngest pilot to have reached the rank of Captain with United at the time of his checkride. After Pearl Harbor, he tried to enlist in the Navy for WWII, but was denied due to his flying for an airline. Instead, he signed up to fly via a United Airlines' contract to carry military materials from Seattle to the Aleutian Islands in Alaska. At that time, Japan occupied some of these islands. Art flew numerous missions carrying cargo along a route filled with icing and lacking good navigation maps—especially of Canada (which was pictured as blank). On one mission, icing and reduced power required the crew to jettison everything (including

shoes) not bolted down so as to make it back to Seattle. After the war, he returned to United and continued to fly the DC-3, DC-4, DC-6, DC-7, DC-8 and finally the Boeing 747. He retired 30 years ago, and fortunately my young sons were able to watch their grandpa taxi the 747 to the SFO gate. After shutdown, they would climb into the Captain's seat and look out the escape hatch in the top of the cockpit—toward the vertical stabilizer a long way back. Art just celebrated his 90th birthday this month.

It's hard to believe that in a less than two months we will be into the Holiday Season with Thanksgiving,

*(cont' on page 11)*



## Membership Notes, con't

Christmas, and New Years. Our December meeting will also be our annual Christmas Party. It looks like we will again have this event at the Crown Plaza in Milipitas. Last year's event was enjoyed by all who attended. I hope you will all attend this years party. Make plans now for Thursday December 2, 2010.



Falco Cockpit

Don Von Raesfeld. Jr.



Falco and admirers

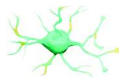


Doug Henson explaining the fine points

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