



# The Intrepid Airmen



April 2011

Volume 47, Number 4

San Jose, CA

## In this Issue

President's Column	2
Chapter Contacts	2
Bugatti 100 Racer	3
Betty Hicks	6
Death Valley	7
Membership Notes	9

### UPCOMING EVENTS

#### Monthly Meeting, April 7

#### Young Eagles in Palo Alto

April 9 Free airplane rides for kids between the ages of 8 and 17

#### EAA Chapter 62 Board Meeting

April 14 at 7:30 in the Terminal Building, all welcome.

#### Calaveras County Air Faire

April 16 at Calaveras County Airport (KCPU). Airplanes, classic cars, airplane rides for kids, RC aircraft, see [www.EAA484.org](http://www.EAA484.org)

#### Fly-out to Harris Ranch

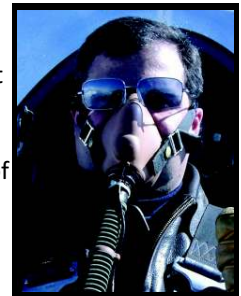
April 23. Konstantin Blank is organizing this trip. Expect a good flight and a good lunch.



Twin Otter in the Great White North

## April Event: WINGS Seminar: Colin Aro and Formation Flying

Last year Colin spoke to us about mountain flying, next week his subject is "Formation flying: why you might want to try it and how to get started". According to the *Nall Report* (<http://www.aopa.org/asf/publications/nall.html>), maneuvering flight accounts for a significant percentage of General Aviation accidents, and formation flying sharpens maneuvering skills. As this is a WINGS presentation, Chapter business will start at 6:30 and Colin's presentation will follow at 7:00. There will be neither hot dogs nor spaghetti, but there will be cookies, snacks, and refreshments.



EAA Chapter 62 formation flying from Paul Marshall's Bonanza

Wolfgang



**EAA Chapter 62** is currently meeting at the Reid-Hillview terminal building on the first Thursday of the month. Everyone welcome.

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

6:30 PM General Meeting  
7:00 PM WINGS Seminar

## President's Column, by Wolfgang Polak

Death Valley was great. Five airplanes carrying twelve people made it to Furnace Creek. Okay, 2 folks were not (yet) chapter members but this counts as a big success. The weather in Death Valley was perfect and everyone had a jolly good time. Unfortunately the weather back home was less accommodating and only 2 of the planes made it back on Sunday as planned. The good news is that all pilots showed good judgement and made the right decision and everyone made it home safely eventually.



You'll be able to read more about the fun and excitement we had elsewhere in this newsletter and you can find some of the pictures on our web site.

Talking about successful events, the meeting with Marty Hollmann in Watsonville worked very well. A total of 18 people crammed into Zuniga's. The weather in the Bay Area was miserable and all but Paul Marshall drove. As many of you may know, Marty battled cancer for the last year and he looks like he won. He talked some about his struggle but quickly got back to talking about airplanes - that's what keeps him going.

My question is: what made the Death Valley fly-out work when most others fizzled. Was it the overnight? Was it the destination? Was it because it was interesting for spouses (half the participants were non-pilots)? Maybe it was far enough so it was new for many (how often can you fly to Half Moon Bay)? Whatever made this fly-out work, we ought to have more like it. As always, your input is welcome and important so that this Chapter can work for you.

The Young Eagles program starts up again with our first event on April 9th in Palo Alto followed by a Young Eagles event at the Wings of History Open House on May 14th. If you read the last *Sport Aviation* magazine carefully, you know that there are now some hard numbers and we know that the program works and creates new pilots. So if you can, come and help as pilot or as ground crew.

The next meeting should be fun, with Colin Aro talking about formation flying. This will be a WINGS seminar and we hope to see many new potential members. We will have to start the WINGS presentation at 7 PM so there won't be the regular food service but we'll have some drinks and snacks. When in doubt, check the details on the web.

Blue Skies,  
Wolfgang Polak

## Chapter 62 Contacts

### Wolfgang Polak, President

(408) 735-8014

[president@eaa62.org](mailto:president@eaa62.org)

### John Castner, Vice President

(408) 971-8071

[crkrhv@att.net](mailto:crkrhv@att.net)

### Ron Carmichael, Secretary

(408) 772-7745

[luv2fly02@yahoo.com](mailto:luv2fly02@yahoo.com)

### Randy Wilde, Treasurer

(650) 968-3048

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

### Wolfgang Polak, Webmaster

(408) 735-8014

[webmaster@eaa62.org](mailto: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](mailto:rlapelle@sbcglobal.net)

## Tech Counselors

### Engineering & Design

#### Martin Hollmann

(831) 621-8760

[jets@mbay.net](mailto:jets@mbay.net)

### Mechanical

#### Brian Dal Porto

(408) 802-7040

[bdalporto@sbcglobal.net](mailto: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

### Rusty Wells

(408) 243-9503

## Advisors

### Past President

#### Andy Werback

(408) 262-8622

### Newsletter Editor Pro Tem

#### Mark Wainwright

(650) 776-4623

### Editorial Help

#### Mimi Wainwright

### Membership

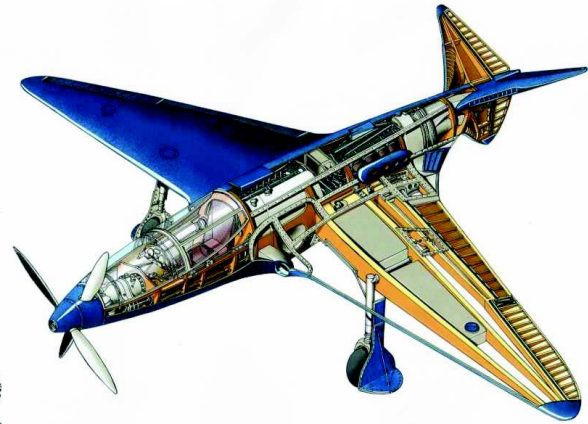
#### Donald Von Raesfeld

(408) 984-8769

## Discovery of the Lost Bugatti, by Marv Zack—from 1973

**Paris, June, 1940** The Arc de Triumph is clogged with Parisians fleeing the city from the German Wehrmacht. From the second-floor window of a fine furniture factory near the Arc emerges the sleek wooden fuselage of a very small airplane. Even the aeronautically unsophisticated could have seen that this was no ordinary airplane. The aficionado would have known immediately that it was a most unusual machine, a small, single-place all-wood low-wing monoplane with two tractor propellers. Close examination would reveal some radical innovations in aircraft design. The streamlining was almost perfect—the plane obviously had been designed to fly at speeds above 500 mph. The two propellers were counter-rotating, and the tail had an unusual “V” configuration. Two sets of exhaust stacks poked out of the fuselage behind the tiny cockpit, one set ahead of the wing spar on the left side; the other behind it on the right.

There seemed to be no visible apparatus to cool the engines. Altogether, the airplane obviously represented a very unconventional attempt to solve some sort of aeronautical puzzle by a builder willing to try techniques jarringly different from the state of the art of the late 1930s.



The fuselage was carefully lowered to the street, loaded onto a truck and shipped to a hiding place in the French countryside, safe from the Germans. It was the aircraft’s only public appearance. Circumstances assured that the remarkable craft would remain unknown, but had it emerged from that furniture factory window a few months earlier, it might still today hold the world speed record for propeller-driven aircraft.

The airplane was built by Ettore Bugatti. To the automobile racing enthusiast, the name Bugatti is perhaps the greatest of them all, a name that means artistry of design and idiosyncratic innovation. The Bugatti airplane never flew because of the war, but its design and construction followed richly in the Bugatti tradition. The plane now hangs from the ceiling of an antique auto restoration shop in Connecticut, awaiting rebuilding for a mysteriously anonymous owner.

To discuss any Bugatti machine—airplane or automobile—is hopeless without study of the man himself. His creations were as much a part of his character as those of Rembrandt or Hemingway. In these days of committee-designed products,

individual character rarely shines through the mass of rational engineering compromises and marketing analyses that make up the modern aircraft or automobile. Bugatti is revered among the automobile cognoscenti for the character of his machinery. His cars and engines were delicate, lightweight and robust: the engineer’s dream, the mechanic’s nightmare. Those lucky enough to own Bugatti touring cars today suffer huge mechanics’ bills to keep their jewels running, yet most cling to their Bugattis with fierce, stubborn pride. A Bugatti is the ultimate in class and character. In their prime, they were the ultimate in performance, too—during two racing seasons in the ‘20s, dark blue Bugatti racers scored over a thousand victories, a feat never approached by any other marque.



Ettore Bugatti’s early life and training are unlikely for a race car and airplane builder. His father was a painter, sculptor, silversmith, and architect who designed some of the most beautiful furniture of his time. His brother was a brilliant self-taught sculptor. As a teenager, Ettore built a powered tricycle and, displaying the intense competitive urge that was to drive him the rest of his life, entered it in the 1899 Paris-Bordeaux race. He didn’t win. At the age of 18, he designed and built a car with a four-cylinder overhead-valve engine with a four-speed gearbox. His standards were extraordinarily high, and he had the discipline to forbid any compromise. His designs were for those who could appreciate and afford them, for price was never a factor in any Bugatti product, in either design or construction.

*(cont’ on page 4)*

## Bugatti, cont'

Bugatti's reputation was well established in his native Italy by 1914. When Italy entered WW-I, he was asked to design an aircraft engine for the Allies, and he came up with a very advanced straight eight with four valves per cylinder and a single overhead camshaft. Power was 250 hp at 2160 rpm. The design had little use during the war, so he whiled away his time assembling two of the engines on a single crankcase. He made the propeller shaft hollow, so that a 37-mm cannon mounted between the banks of engines could fire through the hub. The engine was called the H-16.

After the U.S. entered the war, the Bolling mission inspected the H-16 and was impressed. They purchased manufacturing rights, and the Dusenber Motor Company built 5,000 of them under the name King Bugatti.

When the time came for Bugatti to build an airplane, the circumstances were, as expected, unusual. The Bugatti Model 100 airplane started design as a single-engine racing plane to compete in the 1938 Deutsch de la Muerthe Cup air race. The race, to be held in Germany, was limited to aircraft with engines of eight liters' displacement (485 cubic inches) or less. The fact that the Deutsch de la Muerthe Cup was to be held in Germany probably had great significance. Bugatti harbored a burning passion to beat the Germans at almost anything.

Even though he was born in Italy, Bugatti moved to France soon after he started building cars. His acceptance of the French nationality was total. When the Bugatti Grand Prix cars were in their ascendancy, he was the official French representative on the Grand Prix circuit to battle Hitler's government-backed Mercedes and Auto Union racers.

To help him beat the Germans at air racing, Bugatti commissioned French aeronautical engineer Louis D. de Monge to layout an airplane. Much of the technology of Bugatti's WW-I aircraft engines had been incorporated into his Grand Prix engines, so there was no problem converting one for aircraft. Unfortunately, the most suitable engine, the Type 50B, displaced only 4.7 liters (287 cubic inches). The engine was a straight eight, pumping out 450 hp at 4500 rpm. (Compare the Pratt & Whitney R-985, which produced the same horsepower from three times the displacement.) To save weight, the aluminum block of the auto engine was redesigned and recast in magnesium. A special lightweight Roots supercharger was also fitted.

The small engine of the proposed Bugatti racer dictated an absolute minimum drag. The canopy was integrated into the lines of the fuselage to form an unbroken streamline from nose to tail. The engine was to have been mounted behind the pilot, canted slightly to the side so that the driveshaft could curve around the right side of the cockpit to the reduction gearbox in the nose, very much like the P- 39 Airacobra.

For some unknown reason, development of the single-engine racer was halted before 1938, and the concept was changed to a twin-engine unlimited speedster. The new goals required some redesign of the aircraft, but no major departures from the overall layout. The buried-engine concept was retained, but power was increased by adding a second engine in tandem behind the wing spar. Wing area was also slightly increased to carry the extra weight. The twin engine craft's designation remained Model 100, and this is the aircraft that was finally built and rests in Connecticut today.

By 1939, the French Air Ministry, lagging far behind the U.S., England and Germany in warplane technology, turned desperately to Bugatti. The Model 100, then a-building, was attractive because it was built of nonstrategic wood and was powered by automobile engines, which would leave other airframe and engine manufacturers free for aircraft production. Bugatti received a contract for a light pursuit version of the Model 100, designated the 110P. The contract carried an unusual stipulation more concerned with national prestige than national defense: if the Model 100 beat the world speed record of 440.67 mph held by the Italian Macchi Castoldi seaplane, Bugatti would get a 1.8 million-franc bonus. After the contract was signed, of course, the record was broken twice, first by the Heinkel He 100 at 463.67 mph, then by the specially modified Me 109 at 469 mph, a record that stood for 30 years. Again, it was Bugatti, the proud Frenchman, challenging the German industrial complex.

Many changes would have been required to turn the 100 speed-record craft into the 110P fighter. The 100 had no provisions for guns, ammunition, armor, oxygen and self-sealing fuel tanks. With the extra weight and drag of all these military appendages, it seems unlikely that the 110P could have ever been a useful military plane. The 100's success as a flat-out speedster seems much more likely, but that, too, is hotly debatable. The German invasion ended

(cont' on page 5)



Inside the cockpit

## Bugatti, cont'

the project a few weeks before it was to have flown, and the airplane's wooden structure is too suspect after 34 years to be repaired to flying condition.

But regardless of its fate, the Bugatti Model 100 is a remarkable airplane for its design and construction alone. The airplane is an engineering tour de force, a showcase of innovation and ingenuity. U.S. and foreign patents were taken out for almost every significant part of the structure. Bugatti built every part of the airplane in his shop except the main landing gear legs. The instruments, not surprisingly, were remarkably similar to those found in Bugatti automobiles.

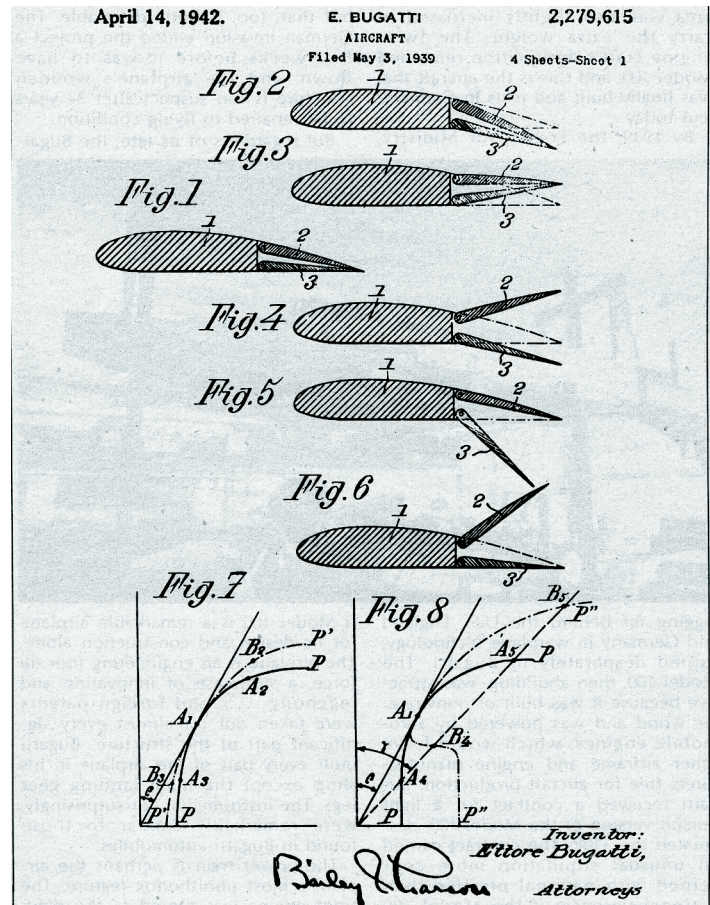
The power train is perhaps the airplane's most unorthodox feature. The front engine was canted to the right, joined to its driveshaft by a universal joint at the firewall behind the pilot. The driveshaft passed by the pilot's right elbow. The rear engine was canted to the left, driving its driveshaft through a universal joint along the pilot's left elbow.

The two driveshafts entered a reduction gear box at the pilot's feet. The two-input gearbox allowed the propellers to be counter-rotating, a major advance for small high-powered aircraft. A single-propeller aircraft as small and powerful as the Bugatti 100 would have required much larger tail surfaces to control engine torque on takeoff, resulting in more drag. The two-input gearbox made the counter-rotating system quite simple: the rear prop shaft was hollow; the front shaft rotated inside it. Propellers were metal Ratier ground-adjustable types.

The engines and power train were built in Bugatti's Molsheim auto factory, tested in a mockup, and then shipped to the Paris furniture factory. Patent 851,806, issued October 9, 1939, protected the power system.

Bugatti put much effort into his cooling system, since cooling drag is very important in high-speed piston engine aircraft. Studies by Louis Breguet and René Devillers in the middle '30s showed that a poorly designed cooling system could absorb 30 percent of an engine's power. The Bugatti scooped air into ducts in the leading edges of the butterfly tail and ventral fin. Air collected at these high-pressure points was rammed into a plenum chamber in the extreme aft fuselage, passed forward through an increasing-area duct to the radiator, located behind the aft engine. The increasing-area duct allowed the air to slow down to an efficient cooling speed before reaching the radiator. After expending its energy and absorbing heat, the cooling air was exhausted into a low-pressure area behind the wing. Because of the pressure differential at the intake and outlet, a natural circulation was set up that required no fans' or blowers. The radiator was divided into two parts, one for each engine. The entire cooling system was covered by another patent, issued March 16, 1939.

The aerodynamics of the Model 100 are almost as mind-boggling as its power train. The basic problem of aircraft design is the tradeoff between high-speed and low-speed efficiency. Aerodynamicist de Monge attacked the problem with a unique and complex system of self-adjusting flaps. The Bugatti 100 used split trailing edge flaps. Both flap surfaces could be moved up or down to suit the speed and power situation (see illustration, above). The flaps would automatically set themselves to any of six positions for takeoff, cruise, high-speed dash, descent, landing and rollout.



Bugatti's automatic flap system was fearsomely complicated, as shown by this patent document. Figure 1 shows the flaps in the normal cruise position, triggered by moderate airspeed and manifold pressure. When the automatic sensors picked up low airspeed and high manifold pressure readings, they set the flaps in the takeoff/climb position (Figure 2), increasing the camber of the wing. At maximum power and high airspeed, the flaps set themselves in the high-speed dash position, decreasing the camber of the wing (Figure 3). This killed some lift, but also reduced drag considerably. Figure 4 shows the dive brake position, triggered by high airspeed and low power. For landing (low speed, low power), the flaps operated as normal split flaps to increase lift and drag. (At the same time, the sensors automatically lowered the landing gear.) Finally, when the pilot applied the brakes after touchdown, the top flap flipped up as a spoiler (Figure 6), à la the Boeing 727.

(cont' on page 6)

## Betty Hicks, In Memoriam

From a handout at Betty's Celebration of Life held on March 12, 2011 at the Blue Pheasant Restaurant.

Pioneer in women's golf, aviation and women's rights, died February 20, 2011, at 90, a victim of Alzheimer's disease.

Born Elizabeth Mary Hicks on November 16, 1920 in Long Beach, California. Betty pursued her wide-ranging passions and talents with unstinting drive and focus, sustained by her piercing intelligence and irreverent wit, but battered by the enduring and brutal sexism and homophobia she first confronted in mid-century America.

Uniquely talented in fields then reserved for men, Betty boldly pursued a medley of careers, first in professional golf, followed by a second career in professional aviation, both interlaced with her work as a masterful writer, speaker, and teacher. She chronicled and analyzed both fields, instructing, writing, and guiding generations of golfers and pilots while garnering prestigious (if not remunerative) awards.

Betty's love affair with aviation arose out of her itinerant life as a professional golfer. She began to pilot her own plane, a pioneering woman in the aviation field, and gradually replaced golf with aviation as a career ultimately, acquiring over 6000 hours of flight time (including 10 hours in a Boeing 747) and an Airline Transport Pilot rating. "I would like to have been a 747 pilot," she wrote, "it's like balancing a bathtub on a steel rod." Armed with a degree in aeronautics and journalism, Betty taught all levels of flight school and ground school, wrote extensively on the subject, and eventually built and instructed in the aviation programs at Foothill Community College, retiring from Foothill in 1992.

Between these professional stints, Betty's other passions led to a range of interests. She served in the U.S. Coast Guard during WWII, and appeared in *Pat and Mike* with Katherine Hepburn and Spencer Tracy. Later, piloting her own plane, she traveled extensively in the US and Mexico, challenging sexual stereotypes as "La Capitan". Unable to dodge her competitive urges, Betty and copilot Dee Thurmond won the 1963 *Powder Puff Derby*, the Ninety Nines' All-Women Transcontinental Air Race. "We were given the key to the city, Atlantic City," Betty wrote, "which we promptly used to get out of the place!" She excelled in photography and portrait drawing, enjoyed playing the cello, and later developed a love of cooking which, in a most Betty-like sequence, began with providing great meals for grateful friends and family, and evolved into her memoir-cum-cookbook, [Travels with a Golf Tour Gourmet](#).

Possessed of a staggering vocabulary and consummate grammatical grace, Betty laced her professional and personal writings with irony and wit, even as she illuminated technical issues and expressed stark truths. She completed her autobiography, [My Life: From Fairway to Airway](#), her last book, in 2006. Earlier writings, as she noted in her cookbook, included some 300 articles across fields ranging "from the aerodynamics of golf ball flight to the superior seductions of golf over marriage," written for magazines such as *Atlantic Monthly*, *Saturday Evening Post*, *Look*, *Golf Magazine*, *Golf Digest*, *Golf for Women*, *Christopher*

In Joyful & Loving Memory of

### Betty Hicks



November 16, 1920 - February 20, 2011

## Bugatti, cont'

The flap control was linked to a complicated system that sensed manifold pressure and airspeed. At high manifold pressure and very low airspeed, for example, the flaps sensed "takeoff" and set themselves in that position. At low airspeed and low power, the flaps dropped into landing position while automatically lowering the gear. Piper brags about the automatic gear extension on its Arrow; Bugatti was awarded U.S. patent 2,279,615 for the idea in May, 1939.

You'd hardly expect such an airplane to have a normal structure, and it doesn't. In contour, the fuselage is conventional enough, albeit streamlined to an extraordinary degree. Internal construction, however, belies the ordinary exterior. The fuselage is built up of wood "sandwich," buttressed by rectangular box sections. On this polyhedral frame, layers of balsa wood were glued, then carved to obtain the subtle aerodynamic shape. After shaping, hardwood rails and supports were set into the balsa to take concentrated loads around engine mounts, canopy and inspection panels. The fuselage was then covered with strips of tulip wood to form the skin. After sanding and filling, the fuselage was covered with linen and dope.

This construction method offered simplicity, strength and light weight. Thickness of the balsa varied; thickest in the middle of the panels, thinnest at the ends. Thus the panels were strongest where they had to be—away from the bulkheads.

Wing construction follows the same idea. A single box spar carries completely through the fuselage, making a one-piece wing. The airfoil was then built around the spar with balsa and tulip wood. All fuel was carried inside the spar, draining by gravity into a center-section tank. A pump picked up the fuel at that point and fed it to the engines.

Aileron trim was achieved without tabs through a solution typically Bugatti-ingenuous

(cont' on page 7)

(cont' on page 7)

## Betty Hicks, cont'

*Street*, and *Sports Illustrated*, as well as columns in the *Long Beach Press-Telegram* and the *Fort Worth Star Telegram*. Her books, in addition to her autobiography and cookbook, include The Ground School Workbook, Patty Sheehan on Golf (with Ms. Sheehan), Golf Manual for Teachers (with Ellen Griffin) and The LPGA: the Unauthorized Version (Forward author and consultant to author Liz Kahn).

In 1999, she won the LPGA Ellen Griffin Rolex Award "in recognition of her life-long service to the LPGA and her dedication to teaching the game of golf," a treasured tribute to her commitment to the game she loved and served.

Underlying all of Betty's competitive drive and her often-impenetrable focus, beneath her struggles and success, lay her a naïve and almost inextinguishable kindness, balanced by equally fierce advocacy for gender equity and gay rights. Beginning with the abuses of the McCarthy era and continuing throughout her multi-focus life, Betty was a pioneer in revealing the destructive discrimination directed at lesbians and all women in private and professional life. Throughout this richly complicated existence, however, Betty incautiously and creatively indulged friends, family, students, most competitors, and a succession of much-loved (although not necessarily well-behaved) dogs.

I first met Betty in 1966 when I started taking flying lessons at Dee Thurmond Flight Service at what was then the San Jose Municipal Airport. At that time Dee's school was located in the old General Aviation Terminal. A few years later Dee moved her school to the West side of the airport. I cleaned airplanes for Dee in exchange for flying time and I also cleaned Betty's Debonair one time and she gave me a checkout afterwards. She was a great instructor as was Dee. I have kept in touch with both Betty and Dee over the years. I would call them on their birthdays and around Christmas to say hello and see how things were going and let them know how I was doing.

### A personal note from Don Von Raesfeld

I attended Betty's Celebration of Life on March 12, 2011. I knew a lot about Betty's aviation career but I learned so much more about her that day. She will be missed by her family and many friends, including me. Rest In Peace Betty.

Don Von Raesfeld, Jr.

---

## Death Valley fly-out, by Mark Wainwright

The Death Valley fly-out was excellent. We had a group of twelve people: the Polaks, the Werbacks, Paul Marshall's family, Kevin Martin and his wife, Rusty Wells and myself. The five airplanes took two routes: Andy in his high-performance Lancair and Kevin in his low-performance Citabria took the high route over the Sierra near Mammoth Lakes; the rest of us took the lower route via Lake Isabella and the Kern River. Everyone arrived at the Furnace Creek airfield within 45 minutes of each other, but unfortunately the expensive Jeeps were not all available at the time we arrived.



approach to Furnace Creek

Death Valley is a spectacular and other-worldly place. It is the hottest, driest, and lowest point in North America, the valley floor is 260 feet below sea level,

(cont' on page 8)

## Bugatti, cont'

and complex. The ailerons were push-rod operated, and one section of rod in each wing was threaded to fit into the next. A trim crank in the cockpit, through a chain and sprocket, screwed the rod section in or out to make the rod longer or shorter. The ailerons themselves were wood-framed and fabric-covered. Flaps were wood-skinned to take the extra air loads.

Tail surfaces - two butterfly surfaces and a ventral fin at 120-degree angles - utilized the same sandwich construction. Bugatti's V-tail control system was awarded a French patent in April, 1939, which puts him at least five years ahead of Beechcraft in the butterfly department.

The one Bugatti airplane, after being spirited out' of Paris, sat in a barn in the French countryside for 30 years until it was discovered by a Bugatti automobile restorer from Detroit. He brought it back to the States, took the engines out to put them in Bugatti cars, and pretty much ignored the airframe. Its present owner heard about the airframe, bought it, and shipped it to Vintage Auto Restoration, a Bugatti specialist in Ridgefield, Connecticut. It hangs there now, ragged but intact, awaiting restoration for static display. (The Air Force Museum is reportedly interested.) Within a year or so, hopefully, Ettore Bugatti's engineering marvel will be rebuilt, given a last coat of Bugatti racing blue and put on public display. We're waiting.

Originally published in *Air Progress*, October 1973

**Editor's Note:** The Bugatti 100 Racer referenced in this article is now on display at the EAA MUSEUM in Oshkosh, Wisconsin. "Le Rêve Bleu", a multinational organization based in Tulsa, Oklahoma, is planning to complete and fly a Bugatti 100 Racer replica. They hope to have their aircraft on display at Oshkosh this summer.

## Death Valley, cont'



left to right: Laura Marshall, Rusty Wells, Gale Marshall

and Telescope Peak, just across the valley from Badwater, is over 11,000 feet high. From Zabriskie Point the views of the exposed sedimentary rocks and clay are incredible in the original meaning of the word: you can't believe what your seeing. Italian director, Michelangelo Antonioni, produced the movie *Zabriskie Point* in 1970 and included many scenes in Death Valley. The acting is terrible but you should see the movie anyways: the scenery, both the people and the landscape, are beautiful, and it stars a Cessna 182 RG.

The way home on Sunday was a bit more difficult: a low pressure system had developed inland that brought with it high winds and IMC conditions. After a few furtive attempts to cross the southern Sierra Nevada and the Tehachapi mountains, Rusty and I decided that

staying on the desert side was the best idea. Of the five planes, only those with IFR pilots made it home Sunday night. The VFR guys clearly made the correct decision individually.

Perhaps later in the year we can plan a similar long fly-out, possibly with Santa Catalina Island as the destination.



camp buddy



tent transport



Jeeps approaching Titus Canyon



Gudrun, Sam, Andy, and Wolfgang



Rusty concentrating



**Membership Notes**  
by Donald Von Raesfeld, Jr.

**Membership Chairman**  
**408-507-0951**

As of March 20, we have 39 of 65 members who have renewed their memberships for calendar year 2011. Thank you to all who have renewed to date. Those of you who have yet to renew, please take a few minutes to go on line and renew or mail a check for \$30.00 made out to EAA Chapter 62. Email or call me if you have any questions.

At last month's General Meeting, Chapter member Zdravko Podolski of Aerodynamic Aviation was our guest speaker. Zdravko spoke to us about flying in Croatia. It was a very interesting talk and from the pictures a very beautiful country. Thanks Zdravko.

Our next General Meeting will be on Thursday April 7, 2011 in the RHV terminal building. Our speaker will be Colin Aro and the subject will be *Formation Flying Safety - Where to Start*. The presentation will describe resources for the civilian pilot to develop safe formation skills. Please note that this will be a WINGS Seminar. Chapter business will take place at 6:30 PM followed by the presentation at 7:00 PM. Dinner will not be served at this meeting, but we will have some refreshments.

On Saturday April 9, 2011 our Chapter will be holding its first Young Eagles event of the year at the Palo Alto airport. As always, we need volunteer pilots and ground personnel. You can sign up on line or give Russ Todd, our Young Eagles Coordinator, a call. Any help is greatly appreciated.

Finally on April 23, 2011, Chapter member Konstantine Blank, is organizing a Fly-Out to Harris Ranch. This will be a special event and it will be open to anyone who wants to join in. Let your flying friends know about this event and encourage them to join in. It should be a fun time. If we have a good turnout it could become an annual event. Thanks Konstantine for putting this together.

Don Von Raesfeld, Jr.  
draesfeld@sbcglobal.net



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



**HURRICANE ELECTRIC**  
**INTERNET SERVICES**



**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

**Victory's Dynamic Propeller Balancing**

**Kregg Victory**

Factory Certified Specialist  
Airframe & Powerplant Mechanic

408-836-5122

email : [kregg@balancemyprop.com](mailto:kregg@balancemyprop.com)  
website: [www.balancemyprop.com](http://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](mailto:zdravko@aerodynamicaviation.com)  
[www.aerodynamicaviation.com](http://www.aerodynamicaviation.com)

Flight Training • Tailwheel • Aerobatics

**ExxonMobil**  
**Aviation**

**San Jose Fuel Company**  
2655 Robert Fowler Way  
San Jose, CA 95148  
408-926-4030

**AIRCRAFT DESIGNS, INC.**

[www.aircraftdesigns.com](http://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

Address Label is **RED**,  
time to pay your dues.



**MEMBERSHIP APPLICATION**

Name \_\_\_\_\_ National EAA #. \_\_\_\_\_

Address \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_  
Zip \_\_\_\_\_

Phone \_\_\_\_\_ Email: \_\_\_\_\_

National Membership Required [www.eaa.org](http://www.eaa.org) \$40.00 per year  
EAA Chapter 62 [www.eaa62.org](http://www.eaa62.org) \$30.00 per year PayPal Available  
Membership Chairman: Don Von Raesfeld, [draesfeld@sbcglobal.net](mailto:draesfeld@sbcglobal.net) 408-507-0951