



The Intrepid Airmen



January 2010

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UPCOMING EVENTS

**Monthly Meeting, January 7
Victory Aviation**

Fly-Out to Half Moon Bay

January 30, 2010

Meet at Three-Zero Cafe, noon

Contact Wolfgang, 408-799-9210:

RSVP if you're coming and have seats;

Call Wolfgang if you want a seat.

Newsletter Deadline

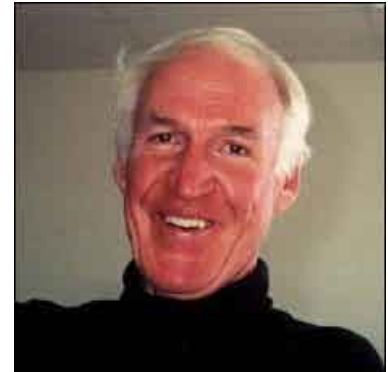
Articles need to be submitted by the 20th of the month to be included in the next newsletter

flyrhv@aol.com

January Speaker: Martin Hollmann

Chapter member Martin Hollmann will talk about "Working for the Bay Area Defense Industry during the Cold War."

According to Marty, the talk "will be more specific to working for Lockheed Missiles and Space Company, FMC, Westinghouse, Ford Aerospace and Communications System, and Kaiser Electronics. I will discuss the origins of the Polaris Missile, the Fleet Ballistic Missile Defense System, MX, Composite Army Tank. People always think that the electronic industry is the biggest money maker in the bay area. It is not, it is the defense industry."



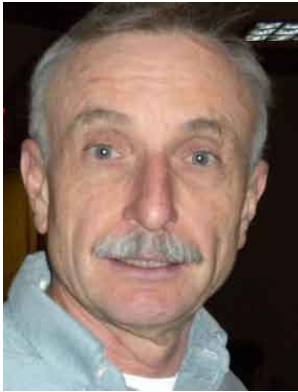
VICTORY AVIATION
2502 John Montgomery Drive

6:30 PM Food and Hangar Flying
7:30 PM General Meeting
8:00 PM Program

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.

Who's Who in 2010



Wolfgang Polak
President



Andy Werback
Past President



Don Von Raesfeld
Membership Chairman
Director



Russ Todd
Young Eagles Coordinator
Director



Randy Wilde
Treasurer



Rolland LaPelle
Flight Advisor



Terri Gorman
Newsletter Editor



John Castner
Vice President



Jon Garliepp
Director



Martin Hollmann
Tech Counselor



Brian Dal Porto
Tech Counselor



Ron Carmichael
Secretary



Mark Wainwright
Director



Bob Kindlund
Director

President's Column

By Wolfgang Polak

Despite economic woes, 2009 has been a good year for our Chapter as we celebrated our 50th anniversary. Thanks to Russ Todd, we had a very successful Young Eagles program, and Ron Carmichael started an outreach program to local high school students.

Thanks to Terri Gorman, we had a slate of interesting speakers and an active fly-out program. Many others have made it all happen. Randy Wilde and Rusty Wells have been there to cook for us at every meeting—a tremendous commitment we tend to take for granted. Last but not least, thanks to Andy Werback who made everything run smoothly for the last two years.

But there also were a couple of storm clouds on the horizon, suggesting that not all is well. The nominating process and the November elections made it clear that we have a serious lack of volunteers. We barely managed to fill all the positions required by our by-laws. Last year saw an unfortunate interruption in the our newsletter service for which I apologize. Terri Gorman and Mark Wainwright stepped in and our newsletter is back, alive and well.

Nobody is to blame for these problems. We all have a life outside the Chapter: work and family are priorities and many of our long-time members have contributed much to the chapter in the past—I'm counting 7 ex-presidents in our membership roster. The root cause for our volunteer shortage is the size of our Chapter. Last year the membership hovered around 60; at some point Chapter 62 had over 200 members. Growing the membership will be crucial for our long-term viability.

So here is my New Year's resolution: maintain a schedule of interesting events and attract new members. I have a couple of ideas how to make this happen, not all of which may work. But you can't win if you don't try. Here are two parts to growing the membership: 1) make the Chapter interesting, fun, and worthwhile to be a member; and 2) advertise our existence.

So how do we get the word out? Let's announce our meetings more broadly. The calendar on the National EAA site is one obvious resource. John Castner, our new vice president, is planning some programs that qualify as safety seminars under auspices of the FAA Wings program. The FAA will give us free advertising for those events that attract some potential new members.

Last year we had more Young Eagle pilots than Chapter members. Some of these pilots come from other Chapters in the area, but some could be potential new members.



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YOUNG EAGLES in 2009

by Russ Todd

It has been a great year for Chapter 62's Young Eagles Program: with over 900 kids flown, enabled, empowered, made present to their greatness, and introduced into the world of aviation. Members, you've done a great job.

I want to thank the pilots, the board and directors, the members of both EAA 62 and other EAA chapters, as well as Shared Adventures' Dean and Lisa for their time, involvement, and encouragement, all of which brought about this *great year*. Actually there is a whole bunch of people that made this year great. I say "thank you" to each and everyone—you're all needed—and I'll be looking for you again next year.

Here are some of the facts I've compiled of this year, which you made possible with your flying, registering, escorting, and just plain hard work.

Number of Pilots who flew with Chapter 62	62
Chapters which flew in these rallies	62, 20, 338,140, 119
Most Young Eagles flown by one pilot	52—Ken Wilson in his Bonanza
Most rallies attended by any pilot	6—Wolfgang Polak and Paul Eastham

Young Eagles Flown/No. Of Pilots

Palo Alto Rally	12/3
South County (Wings of History)	185/18
Moffett Field Rally	262/24
Reid-Hillview Rally	72/6
Reid-Hillview (Take flight)	161/25
Palo Alto (Airport Day)	124/10
South County Rally	58/16

That's 2009 and now we're on to 2010. Plans are being made and dates are already set for the coming year. See the Young Eagles calendar on the EAA 62 web site for the latest details. Should there be any changes, the EAA 62 web site will have the latest dates. Right now the dates are:

April 10	Palo Alto
May 8	South County (Wings of History Open House)
May 29	Moffett Field
June 26	Reid Hillview (Airport Day)
August 7	Reid Hillview (Take Flight)
September 11	Palo Alto (Airport Day)
October 23	South County

See you next year, have a Merry Christmas and a Happy New Year.
Russ Todd, YE Coordinator



President's Column (con't)

How do we make the Chapter more interesting? Good programs, Young Eagles, and fly-outs of course. But we need other activities as well. We need to do a better job supporting builders. Let's find ways to get our spouses involved in some activities. Maybe we can pull off a pinch hitter course. For late May we're planning an exciting event at Moffett field—stay tuned for details.

None of this will be possible without your help. We all need to pitch in to make the Chapter work. That does not just mean volunteering. Your ideas are just as important. Suggest your favorite fly-out location, suggest a program, check with your spouse what he or she would like to do, and bring a friend to the meetings. I want to encourage all members to attend some of our Board meetings to find out how our Chapter is run.

Happy New Year, Happy Flying!
Wolfgang Polak



EDITOR'S NOTES

by Terri Gorman

Back in the seventies, I was the Editor for the San Jose Bicycle Club, the oldest bicycle racing club in Northern California and Nevada. Creating a newsletter at that time was by the use of my IBM Selectric typewriter. Scissors and glue were used to place an article in a particular area on the copy. Bill Gates and Steve Wozniak and the onset of Cyberspace has saved us all a lot of time. We've come a long way and so has EAA.

When this job was passed on to me, I had no idea I was going to have to learn to work with a Program. When I worked, the only time I ever heard the word, Program, was when my judge was sentencing a defendant to a Program for committing a crime. So, when Mark Wainwright offered to help me with the newsletter, I immediately added him and his wife, Mimi, to my Editorial Staff. I hate to admit it, but it took three of us to replace one man, our former Newsletter Editor, Bob Kindlund, who took First Place with our newsletter at EAA National. Our chapter can only win first place one time, but, with or without an award, we will continue to bring you interesting and award-winning copy.

How about some of you writing an article? I know many of you have been on some great flying trips. Write about them and share them with us. We will have a Builder's Column entitled, *Clecos 'R' Us*. Our February issue will be written by a Builder's wife. That should prove to be an interesting article. Our Airport Director has offered to write an article on the current events around the three airports in Santa Clara County.

Let's hope 2010 will be a great New Year for everyone.



Steve's Glasair

Clecos 'R' Us

by Steve Plyler

Here's my idea for overcoming one of the obstacles to completing a home built project.



There are many hurdles one needs to jump over in the homebuilding process: cost, working space, knowledge and the required working skills, to name a few.

By far the biggest challenge I face on my KR 2 project and the continuing remodeling of my Glasair 1RG is just getting down to working on it. Nothing I can do in one session will *complete alot* or *finish it*, thus I have spent many months doing nothing.

The approach was the problem. I chose to build an airplane for the journey (the building process itself), as well as the destination, (owning and flying a self-made airplane). In order to ever fly, I must work on my project, thus I vowed to work on it every day for at least 5 minutes. I ask myself, "what's the smallest thing I can cut, glue, paint, or hook up today?"

This approach has transformed the experience into a daily success, and thus is propelling me to complete and fly my dream.



BD-5

The Legend of Pancho Barnes by Terri Gorman

On a rainy afternoon, four EAA members gathered at the Niles Essanay Silent Film Museum in Niles, CA to watch a film on The Legend of Pancho Barnes and Hells Angels. Entering the Niles Silent Film Museum takes the visitor back in time, to the nickelodeon era, when movies were the cutting edge of entertainment.

In the grand lobby, visitors can browse books, DVD's, collectibles and publications available for purchase. Passing through the archway into the auditorium, I was taken back in time to wooden floors and coved ceilings. There were photographs and artifacts dating back from 1912 to 1916. Tours include a look at the original tin-lined projection booth, which includes a hand-cranked 35mm Powers Cameragraph 6B projector similar to those used in another era.



Bob Mackey

Gary Niva

Rich Humble

Boyd Blue

Around the Patch, con't

or April. We also will be kicking off the environmental review of our master plan projects for RHV and E16 sometime in the coming spring. This will hopefully lead to more FAA funding for much needed runway and taxiway enhancements at the two airports.

And although most EAA pilots don't fly turbine aircraft, we are happy to report that we have jet fuel available once again at RHV. San Jose Fuel (Marconet) now has truck service for our tenant and visiting Jet A users.

If you haven't stopped by the RHV terminal lately, you will notice a new flight planning area that has computer links to aviation, weather and DUATS flight service websites. We have also installed a printer so you can print your flight planning documents before you head out.

We ask that you please be extra careful when flying during the winter months of wet and cold weather.

Happy Landings,

Carl

Around the Patch

by Carl Honaker, Airport Director

The County Airports Staff wishes everyone with EAA Chapter 62 a Merry Christmas, Happy Holidays and a Prosperous New Year. We've got the RHV terminal and the Ops offices at PAO and E16 all decorated for the holidays, so stop by and enjoy the lights and the festive atmosphere.

I wanted to pass along some good news to start the new year. Our long-awaited AWOS IIIP weather station at South County Airport was finally approved by the FAA, and we should have a contract for installation in place by the end of January with construction starting sometime in March



B1-RD lands at
Reid Hillview Airport

MEMBERSHIP NOTES and Don's Thoughts

By Donald Von Raesfeld, Jr.

Membership Chairman, 408-507-0951

Membership. First, I'd like to welcome Bob Leitch as our chapter's newest member. Bob is a retired United Airlines Captain who has been active flying Young Eagles. Thanks for joining us, Bob.



With the New Year comes the time to renew our memberships. I will be sending out Renewal Letters at the end of January. You can renew online using PayPal or you can print out the application form, update the information and mail it to me along with your membership dues or just bring it to the next meeting. Dues are \$30.00 per year and, remember, we must all be current members of EAA National to be members of EAA Chapter 62. If you have not updated your information on the club roster, please do so by going to EAA Chapter 62 website at www.eaa62.org homepage. On the left side of the page, move your cursor to 'JOIN RENEW' and you will get a drop down menu. Click on 'UPDATE' in the menu choices. You can access all of your information and update where necessary. Please keep your information current. Remember your National EAA number is your password. If you have any questions do not hesitate to call me or send me an email and I will get back to you. If you have any friends or fellow pilots invite them to our meetings. I hope you all have a safe and happy New Year.

Christmas Party. On December 3, 2009, Chapter 62 held its annual Christmas Party at the Crowne Plaza Hotel in Milpitas. For the first time in four years, the venue was changed. Andy and Sam Werback organized the party, thus giving Terri Gorman, who had organized the last four parties, an opportunity to visit with the members and their friends. Approximately 50 people were in attendance. Everyone had a good time. The dinner was good and was accompanied by home made desserts created by Andy's wife, Sam. Paulette Dal Porto helped Sam with registration. Paulette's husband and chapter member, Brian DalPorto stepped in at the last minute as a speaker. Thanks to Brian, we had an interesting and entertaining presentation.

Brian works for Loral Space Systems in Palo Alto making satellites. A few months ago, he made a trip to Russia to deliver and help prep a satellite for launch. His presentation included a slide show and video. As I said earlier, it was very interesting.

The Birth of Chapter 62. In 1959, Chapter 62 was born, thus, 2009 was the 50th year of EAA Chapter 62. To commemorate this milestone Andy had Don Barnes design and make caps for all the members of Chapter 62. Most members who attended the Christmas party were able to pick up their caps. For those of you who have not received your caps, they will be available at the meetings.

Choosing Aircraft Color Schemes

(excerpted from the April 1960 Sport Aviation and the Experimenter)

The choice of an airplane color scheme should be based not only on appearance but on durability, visibility and application problems. In the field of art and decoration, there are rules about which colors go well together and which do not. This information is usually beyond the amateur airplane builder's reach, but since large aircraft factories avail themselves of the services of styling experts, the color combinations seen on production aircraft can be taken as guides to good taste. Often amateurs, in hopes of getting planes that look distinctive, select unusual color combinations which do not look so well at all out on the field because the colors fight or blend poorly.



Glstar

Different colors have markedly varying weathering qualities due to pigment characteristics. From the standpoint of visibility, durability and resistance to chalking, yellows and oranges seem to be superior. Whites, creams, light greens, blues and grays tend to chalk when planes are kept outdoors. When they are used, a few extra coats are suggested to delay the showing-through of undercoating. Waxing also helps appreciably. Reds and maroons fade with age. Maroons and dark blues have a marked tendency to become brittle and crack with age, and attempts at rejuvenation only aggravate the cracking because rejuvenator strikes into cracks and lifts their edges. Reds sometimes Aircraft

color schemes, con't

"bloom" after application, or develop a slight haze. Normal washing and waxing soon removes this.

The covering power of different colors varies, some pigments being more transparent than others. Reds and maroons are quite transparent as compared to yellows and orange. If the first coat of any color seems to hide the aluminum dope poorly, one or two coats above the normal number is a good idea.

"Bleeding" occurs when a trim color cuts into and raises an underlying color. Red is a notably bad offender in this regard. If you plan to put a red stripe on a black background, or a black stripe on a red background, a few coats of aluminum in between is insurance against bleeding. Using a dark trim cover over a lighter, bleed-prone color is another trick. Insignia red, Champion red, Berry red and Stearman vermilion are all bleeders.

Pin striping often aids greatly in blending a trim color into the rest of the plane. A yellow stripe on a blue fuselage, for example, shows up more clearly and attractively if it is outlined with a red pinstripe. Red scalloping on the leading edge blends into a white wing with an "unfinished" look, and the addition of a black pinstripe adds the needed punch. It is very simple to put pin-striping on, contrary to popular opinion.

Fuselage arrows, wing tip color bands, registration numbers and all other trim areas are outlined with masking tape and masking paper for spraying. If we want to put a black letter on a yellow wing with a silver pin stripe, first the body of the letter is masked out. A few coats of silver are sprayed around the border of the number. When thoroughly dry, narrow masking

tape sold for this purpose is laid over the silver dope, the edge of the narrow tape being right up against the outlining tape. Then the black is sprayed onto the body of the letter. Pulling the narrow tape off reveals the silver pin stripe, and removal of the main tape and paper reveals the letter in all its glory, pin stripe and all.

It is a good idea to remove masking tape as soon as dope loses its wetness. If it is allowed to stay on until the dope is hard, some of the trim dope may tear off with the tape. When tape is left on for a long time it sticks tighter and sometimes pulls all the dope off with it. Therefore it is best to remove tape within a day or two of application. Before spraying, push down tape edges firmly with the thumb to be sure of getting a clean-cut edge.



Prescott Pusher



Experimental

Our web site www.eaa62.org donated by



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2009 Christmas Party
Crowne Plaza Hotel



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