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### UPCOMING EVENTS

#### Monthly Meeting, July 1 Victory Aviation

#### Reid-Hillview Airport Day

June 26—Check the web page: <http://www.rhvaa.org>. Weather at Half Moon Bay permitting, Doug Palmer will be coming to Reid Hillview to display his beautiful Spencer Air Car. If Doug is able to fly, he will show the plane at 1:30 PM in front of the Victory hangar. The plane may be part of the airport day display at other times.

#### Fly-Out to Livermore (LVK)

July 3—Meet at Beebe's at noon

For Fly-Outs, please RSVP to Mike Francis a few days before the event. Mike's email is: [m\\_d\\_francois@yahoo.com](mailto:m_d_francois@yahoo.com), or phone him: 510-624-1217

#### Corvair College

September 10—how to convert a Corvair engine for aircraft use.

#### August Meeting: reports from Oshkosh

August 12—Oshkosh attendees will tell us about what happened at AirVenture.

## July Event: Guy Minor of Oakland FSDO

Chapter 62 is hosting an FAA WINGS seminar on July 1. Guy Minor will speak to us about the lessons learned from investigating experimental aircraft accidents. Guy, who works at the Oakland Flight Standard District Office (FSDO), regularly gives programs to the NTSB about experimental aircraft.



Terrafugia experimental

The WINGS seminar starts at 7:00 PM, following the Chapter meeting at 6:30 PM, in the Victory Aero hangar at Reid Hillview airport.



VICTORY AVIATION  
2502 John Montgomery Drive

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.

6:30 PM General Meeting  
7:00 PM Program  
**Please note:** No food this month

#### 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

There is still a lot of confusion about changes in the Young Eagles program. But at least the fog seems to be lifting and things are getting a bit clearer. Through the process of applying for the insurance from EAA for the planned Young Eagles event at the Reid-Hillview airport day, we have verified the rumored new rules:



EAA now requires that the prime sponsor of a joint event carries non-owned insurance. Word has it that these policies run between \$1000 and \$1500 for a one-day event. The practical effect is that we won't be able to have Young Eagles at the Reid-Hillview airport day or any other airport day, open house and the like. It's not just us. Chapter 403 in Carson City decided just to register kids for airplane rides that will take place at a later date. Somehow that's just not the same.

This development is rather unfortunate since airport days and open houses always provided great advertising for us and attracted kids interested in aviation. One wonders what this will do to the Young Eagles program in the long run.

Another sad story: the Golden West Fly-In has been shrinking steadily every year. Maybe it's the recession, maybe it's the price of gas, but whatever the cause, it has become a vicious cycle where fewer attendees lead to fewer exhibitors and forums, which lead to fewer attendees. You figure out where that ends.

The WINGs seminar at our May meeting seemed to be well received. So the coming July meeting will again be advertised by the FAA as a WINGs event. This should bring new pilots to our meeting and hopefully some can be enticed to join. The program by Guy Minor from the Oakland FSDO will be of great interest to the home-built community. Guy will talk about accident investigation, specifically of home-built aircraft: "Amateur aircraft builders gone wrong". Some of the long-time members may remember Guy from past meetings; he's a great speaker to have. So come to the next meeting and find out which mistakes not to repeat. Given the time constraints, we will not have the usual hot dogs but there will be snacks and drinks.

See you at the meeting.

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# Golden West Fly-In Report

## by Mike Francis

Although I've never been to Golden West Fly-In in Marysville before, it was by all accounts a mere shadow of its former self. But two of us did make it for the weekend's event: Mike by road with his trusty old MG and Wolfgang by air with his trusty Grumman Tiger.

Several warbirds were in attendance, including a P-51 replica that made a speed record attempt. There were several aerobatic performances (including two beautifully presented Harmon Rocket II's from north of the border), model jet turbines, a representative sample of the Sport Class of Reno racers, and a smallish selection of vendors. Wolfgang and I parked ourselves under the port wing



Switchblade mock-up



Republic Seabee with Corvette power

of a Carbon Cub SS conveniently situated in the spectator area, and watched the show. The wind gusted 35 knots, but thankfully straight down the active. Mark Wainwright and Brian Dal Porto did attempt to drop in, but were thwarted on the way North by the same winds.

The empty Motel 8 on the Saturday evening in nearby Linda testified to the poor turnout.

The winds died down considerably on Sunday—and with them, the attendance. Mike did however stop by an interesting forum: the Samson Switchblade, a flying and road-going trike (the flying aspect of which to be demonstrated for the first time at Kitty Hawk this December). Mike invited the inventor and CEO over to one of EAA 62's General Meetings, as their schedule permits, along with (hopefully) the still-to-be-skinned prototype.



Hummel

Some of you may have read Zeke Smith's two volumes on composite airframe construction. Zeke was in attendance and kindly offered to fill one of our vacant General Meeting slots (October or November) with a presentation of his vacuum infusion method. Now in his 84th year, Zeke shows no sign of slowing down. Exact details of his presentation in a later newsletter.



Switchblade exposed

## Breakfast in Hollister with Brian Dal Porto

by Mark Wainwright

I met Brian Dal Porto at his hangar for a 7:30 planned departure to the Golden West Fly-In, with a breakfast stop in Livermore and another stop at Yolo County airport. The air was completely still, and Brian completed his run-up checks for a departure from runway 31R. Just as we were about to take off, Brian's friend, Kelly Johnson, landed his Cherokee from the north on runway 13L. We had planned to meet Kelly in Livermore, so Brian figured that we ought to taxi back to find out what was going on.

In contrast to our calm air, the crosswinds at Livermore were so strong that Kelly opted to turn around and come back to Reid Hillview. After about 15 seconds of discussion, the three of us decided to hop down to the Ding-A-Ling diner in Hollister. It was a spectacular day, and flying in the front seat of Brian's Marquart Charger is a fantastic experience. Brian has been working on the airplane, and



Front seat view



Takeoff from Hollister

the rebuilt wings look outstanding. The return to Reid Hillview was in smooth air at 1500', but as we approached 31L the windsock was straight across the runway.

It seems that all of Northern California was experiencing the kind of weather that normally only comes in September and

*(cont' on page 5)*

## Mystery Ship

by Terri Gorman

A mystery ship from St. George, Utah landed at Reid Hillview Airport. It was a one-of-a-kind design by Richard Cabrinha of Auburn, CA. Meet the FREE SPIRIT, MARK II. The homebuilt was completed in 1992 and was on display at Oshkosh. Vital Statistics: 210 hp, IO-360, 1300 empty, 2150 gross, Model 423, Serial Number 102. At one time, the owner-pilot worked with Jim Meide of RHV Operations. It was an unexpected reunion for the two of them. The pilot was in San Jose to visit relatives and had not seen Jim for several years and was unaware that Jim worked at the airport. Richard Cabrinha passed away and left the plane to his son who, in turn,



gave the plane to his friend from Utah. We all need more friends like that, don't we?



Northrop N9M over Chino

## Hollister, cont'

October: a high pressure system centered over the northern Great Basin. Brian executed a landing that would make any tail-wheel pilot very proud. Thanks, Brian, for the excellent flight.



Charger and Cherokee

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## Fewer Noise Complaints: A Problem

from the EAA

A neighborhood association in Greenwich, Connecticut, is imploring its members to keep making noise complaints about Westchester County Airport, which borders the community in the northern suburbs of New York City. John Lucarelli of the Round Hill Association, representing 1,100 homes within five miles of the airport, told Greenwich Time that noise complaints are down by over 600 from March the previous year. In April the noise complaints decreased by almost 800.

Lucarelli says that low-flying aircraft and the pilots ignoring the voluntary overnight curfew continue to be a problem. "We definitely need to keep making calls," Lucarelli said this week during the group's annual meeting.

Westchester County Airport (HPN) has an active mix of airline, corporate, rotorcraft, and private aircraft including several flight schools. 44 percent of the complaints in March involved helicopters and transient corporate aircraft. John Inserra, HPN's noise abatement officer, says his office dutifully records each complaint and often shares them with operators when the aircraft causing the noise can be identified. Chronic complainers,

however, tend to skew the statistics.

For example, a single household in Valhalla, New York, accounted for 363 of the 471 complaints in April and 275 of the 300 complaints in March this year, according to Inserra. The previous year the same household accounted for similar a number of calls.

Lucarelli, said the neighborhood association doesn't want to be adversarial and wants to work with the airport to deal with the issue. "We are starting to usher in a new era of public and private partnership with the community and the airport," he said.



You want loud?  
Convair 880s were loud



Roncz airfoil

# MEMBERSHIP NOTES

By Donald Von Raesfeld, Jr.

Membership Chairman, 408-507-0951

I hope all the Dads had a great Father's Day. I know I did. It's always nice to spend time with family.

I would like to welcome our newest member to the Chapter. Chuck Wilcox joined our Chapter at the last General Meeting. Chuck is a pilot and flies out of South County. It was a pleasure meeting Chuck and I look forward to seeing him at our future meetings. Welcome to Chapter 62, Chuck.

It is important that we all keep our information current on the club roster.

"How can I update the club roster?"

You can go to the EAA 62 chapter web site, [www.eaa62.org](http://www.eaa62.org), home page. On the left side of the page, move your cursor to JOIN-RENEW and you will get a drop down menu; and click UPDATE in that drop down menu. You can then access all of your information and update it as needed. Remember your national EAA number is your password.

You may also contact me and I can update your information for you.

Remember guests are always welcome at all of our events. Please invite all of your fellow aviators to our meetings.



Our Newest Members: Chuck and Tara Wilcox



Beachy replica in Hollister

# EAA Member Leads Effort to Protect Tennessee Small Airfield Owners

From the EAA

Thanks to the persistence and organizational efforts of a Tennessee EAAer, owners of private air strips in that state now enjoy the same limits on liability of other recreational activities on private land, like whitewater rafting, horseback riding, camping, and off-road vehicle riding. Ken Franks, EAA 159894, of Eagleville, Tennessee, owns a 3,600 ft. x 85 ft. grass strip, T-Top Airfield (TN14), and has for several years tried to get lawmakers to include private air strips in an existing law that limits liability to owners when they allow access to their property for various recreational activities.

It all paid off last week when Tennessee Governor Phil Bredesen signed a bill into law doing just that. The new law will enhance the ability of small airfield owners to allow recreational non-commercial aircraft operations, or recreational non-commercial ultralight vehicle operations, on their property. State law had already granted limited liability to landowners for many other recreational activities on their land, and the new aviation provision was added to that.

"It's been a very long battle," Franks said. "I first tried (to get the law changed) in 2002 and got my teeth kicked in." However, Franks, who said he stopped hosting at least two annual fly-in events at TN14 in 2005 out of liability concerns, took up the effort again this past year. He credits the success this time with getting the right bill sponsors (Rep. Ty Cobb of Columbia and Sen. Doug Jackson of Dickson), bipartisan co-sponsorship, better overall organization – "Thank God for the Internet," he said - and a willingness of citizens to contact their elected officials.

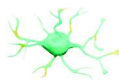
"I was a coach and cheerleader, contacting a lot of folks, squeezing a lot of hands at the state capital," he said. "Aviation people like to enjoy their recreation like everyone else." The new law waives liability from the private airstrip owners "if such waiver does not limit liability for gross negligence, or willful or wanton conduct, or for a failure to guard or warn against a dangerous condition, use, structure or activity" for recreational non-commercial aircraft operations and recreational non-commercial ultralight vehicle operations.



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



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