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Calendar of Events

Thursday, March 5, 2009

6:30pm – Hangar Flying, with Rusty's Spaghetti dinner.
 7:30pm - Meeting
 Guest Speaker: Mike Shiflett, CFII, Flight Examiner, Software Engineer - Funny Things that Happen on Checkrides

Thursday, March 12, 2009

Board Meeting
 7:30 PM in the conference room in the Terminal at Reid-Hillview Airport

Flyouts

Saturday March 7
This event has been cancelled.

Where Do We Meet

Victory Aviation
 2502 John Montgomery Drive
 Reid Hillview Airport
 San Jose, CA 95148

Newsletter Deadline

Articles need to be submitted by the 15th of the month to be included in the next newsletter

Spaghetti and Speaker, What could be slicker!



Follow Andy as he heads for our meeting that features Randy's Molto Buona Spaghetti and a great presentation by Mike Shiflett.

Upcoming Speakers

April 2, 2009

Todd Whitmer, Professional Aerobatic Pilot, International Aerobatic Champion flying an Edge 540.

May 7, 2009

Bill Randolph, RV-8 Owner/Builder, will speak on "Touring the world in an RV-8"

June 4, 2009

Hank Huddlestrom will talk about "Sixty-three years of Building & Aviating"

July 2, 2009

Bryan and Sherrie Wood will talk about Flying their RV9A to the Bahamas

August 13, 2009

Chapter members will reports on their AirVenture experience

September 3, 2009

Dave Saylor, RV owner-builder, owner of AirCrafters at Watsonville

October 1, 2009

Lee Behel, Lancair Pilot, flying at the Reno Air Races

November 5, 2009

Jay Skovbjerg, will be talking about flying Solo to Alaska in a Cozy III

December 2009

To be announced

Young Eagles

All YE events are 9:00am to 2:00pm unless noted otherwise

Apr 18, 2009

Young Eagles in Palo Alto

May 16, 2009

*Young Eagles in South County
This event is in conjunction with the Wings of History Open House*

May 30, 2009

*Young Eagles at Reid-Hillview
This event is in conjunction with the Reid-Hillview airport day.*

President's Corner

By Andy Werback

Sure has been a strange year so far. Record warm in January, then finally we get some real rain in mid-February. That epoxy sure takes a long time to cure when it's cold, so the heat lamps are on a lot.

The January meeting was well attended. We kept the doors closed and turned on the big heater for awhile. Many thanks to David Cunningham for a detailed look at the history and people that were part of the Tuskegee Airmen. David's father was Maj John Cunningham, flying liaison/forward observer missions in the South Pacific and in Korea. You might be interested to know that David is a relatively new pilot, but he did it in style – check out http://www.california-redtails.org/articles/checkride_for_david.htm. David also brought his very charming mother, Mrs. Tracy Cunningham, to the meeting. For more information on some of the early history of Black Aviators, please visit <http://www.airspacemag.com/history-of-flight/The-Black-Eagle-of-Harlem.html>.

We also welcomed guests Steve Bush, Matt Jensen and Steve Roberts. And welcome visitor/new member Tony Sorce. He's flying a nice RV6A.

You remember our speakers from the Christmas Party, right? Loree donated a copy of her book, "She's Just Another Navy Pilot", which I just finished reading. Now I'm really, really impressed! You've got to read it.

I'd like to mention that I took the Airframe and Power Plant FAA tests last year. Yes, I passed, but there's never an end to the learning. I'd really like to thank Gregg Victory and Al Cermak for their support and for making this possible. It's not often you can do a work-study project like that. And also, Brian Dal Porto, one of our Technical Counselors, was also most helpful in the beginning stages of the Legacy FG project that led up to this. Good Job, Guys.

Please welcome Russ Todd as our new Young Eagles Coordinator and Director. The 2009 YE schedule is firming up and a special event at Moffett Federal Airport is being planned for June. This event is in coordination with Larry Reed and his NASA contacts. More on that later, and we look forward to your support in the air and on the ground for all these events.

Finally, I have a fair number of the new Chapter 62 tee and polo shirts available please see me at the meeting or drop by the hangar.



Notams

Aircraft Design Class by Martin Hollmann AIRCRAFT DESIGN using FINITE ELEMENT METHODS.

Sat and Sun, March 14 - 15, 2009. In Monterey, CA. Intended for those who want to design an aircraft. Receive a copy of the full blown NISA FEA Program with 1,000 DOF, for statics, dynamics, metal and composites, thermal, and all new aircraft design programs that run on Windows XP/2000. Cost is \$595.

For more information look at our **NEW** web-site at www.aircraftdesigns.com under CLASSES or call 831-621-8760. Advanced registration is required!

Young Eagles cont.

Jun 27, 2009

Young Eagles at Moffett Field. This event is subject to NASA approval. This is a special event and we could have over 200 kids to fly. Please sign up as soon as possible.

Jul 18, 2009

Young Eagles at Reid-Hillview

Aug 15, 2009

Young Eagles at Reid-Hillview This event is in conjunction with Kids Take Flight.

Sep 13, 2009

Young Eagles in Palo Alto This is the tentative date for the Palo Alto Airport Day.

Oct 17, 2009

Young Eagles in South County This is the final Young Eagles

Glass Cockpit Flying Skills

By: Susan Parson, FAA

Editors Note: This article was written in March, 2007 and appeared on the FAA's FAAST website. Though it is almost 2 years old, the information presented is still relevant. Enjoy.

Introduction

Once upon a time, every office had a simple, practical machine called a typewriter. It took a little time to learn the basics of the QWERTY keyboard, but mastery of the machine was still a straightforward mechanical matter. Then along came progress in the form of computer-based "word processing." The computerized word processor could do much more than the humble typewriter...but it took longer to learn, and document creation was no longer a simple matter of typing in Pica or Elite. Instead, we had to learn to manage information, make the automation obey our wishes, and cope with the unintended consequence of seeing easier changes (anybody still remember White-Out?) lead to more changes. Nay-sayers abounded, but resistance to computerized word processing was ultimately futile. We have all been assimilated.



So what does office technology have to do with aviation? More than you might think, because a similar technological transition is occurring in the general aviation world. The simple six-pack of round gauge instrumentation is rapidly losing ground to the sleek and shiny new world of glass cockpit avionics that "boot" rather than "start." As with word processing programs, it takes longer to learn to fly these planes. However, their systems can do a lot more for the pilot. In fact, for pilots schooled in the traditions of stick-and-rudder for the basics and needle/ball/airspeed for instrument flying, it may still feel a bit like "cheating" to relinquish so much of the traditional piloting workload to a computer. What these pilots may not recognize is that accepting help on mundane

Continued on page 6

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Shop & Swap — OPEN

In the Right Seat

By Terri Gorman

Many thanks to our February Guest Speaker, David Cunningham, Chapter 62 member and President of the San Francisco Branch of the Tuskegee Airmen whose father was an original Tuskegee Airmen. David did a great presentation for us. Accompanying David to the meeting was his mother, Tracy. After the meeting, she told me she enjoyed herself so much and hopes to attend another meeting.

Our March speaker will be Mike Shiflett, CFII+. Mike, a former, FAA Flight Examiner, will give a presentation on *FUNNY THINGS THAT HAPPEN ON CHECK RIDES*. I didn't know funny things could happen on check rides. Mine wasn't funny. On my check ride, I had turbulent air abeam Mission Peak and I doubt that was something that my Flight Examiner, Lori Latimer, planned for me just so she could see how safe I was in handling my plane in an unsuspected attitude. Mike's offices are located at Reid Hillview Airport in the same building as Squadron II. He writes software for the FAA Test Prep and Checkride Prep and other Aviation software. His products can be found at the Airport Shoppe at Reid Hillview. Mike is a regular speaker at Sun n Fun in Lakeland, Florida



Mike Shiflett and his assistants at Sun n Fun, 2008

EAA CHAPTER 62 RAFFLE

For the members who missed our February Meeting, you still have an opportunity to purchase a ticket for our Raffle Prizes through the April Meeting. The winning tickets will be drawn at the April Meeting. \$2 a ticket and the funds support the Nick Nilmeyer Education Fund. EAA National donated a set of etched drinking glasses, a knife and a large, navy blue throw blanket. Our chapter member, Martin Hollmann donated a book on Modern Aircraft Design that he wrote and published. Andy Werback and Victory Aviation are donating an oil change, a \$100 value. Our lucky ticket winner will get to choose his/her item. So, we expect to see you at the next two meetings and don't forget your checkbook. For those of you who were at the February meeting, your donations of \$85 are greatly appreciated.

Membership

By Don Von Raesfeld, Jr.

Last month, with the help of my wife Jocyline, I sent out renewal letters to most members who were current in the Chapter last year. I would like to thank all of those who have sent in their renewals for 2009. As a reminder, we all must be current in EAA National in order to be members of any EAA Chapter. If you have not yet updated your information on the club roster please do so. You can update your information if you go to the EAA 62 chapter website, 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 then access all of your information and update when necessary. Please keep your information current. Remember your National EAA number is your password. If you have any questions, please do not hesitate to give me a call or send me an email.



We would like to welcome two new members to the chapter, Tony Sorce joined at the February meeting and Jerry Ferguson is also a new member since October of last year. Please welcome them to the chapter. Please see me or contact me so I can order you a badge. If you do not have any badge or are in need of a replacement, contact me. There is a nominal fee for replacement badges. I have some badges from last year and I will contact those members via email.

If you have any friends that are interested in aviation, please do not hesitate to invite them to our monthly meetings.

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RHV Airport Operations Comes Through!

One of our members was at RHV recently when a family emergency occurred. For various reasons, calling on the cell phone didn't work, but contacting RHV Airport Operations (408 929-2256) resulted in an immediate response. They were able to get to the hangar immediately and locate our out-of-touch members.

Thanks, Operations!

February 2009 Meeting Pictures



Andy's new Lancair project.



Rusty and Randy cooking again.



Speaker Dave Cunningham and his mother Tracy Cunningham.



Steve Bush and his son.



Matt Jensen



New member Tony Sorce.



Steve Roberts.



John Castner receives award.



Russ Todd receives Chapter Young Eagles award.



Randy gets recognition for providing meeting dinners.



Andy shows book from Christmas dinner speakers.



Dave Cunningham talks about Tuskegee Airman.



Part of Tuskegee Airman display.



Dave receives thank you from Terri

Glass Cockpit *continued*

tasks, such as keeping the wings level, gives them more time to spend on important decision-making tasks, like evaluating weather and considering alternatives. Those who invest the time and money to truly master glass cockpit aircraft will find that they have a lighter workload.

What does it take to be pilot-in-command of a glass cockpit aircraft? Just as the advent of word processing technology taught us that the mechanical mastery of the QWERTY keyboard was necessary but not sufficient, the rapid rise of glass cockpit avionics is showing us that pilot skills for both normal and emergency operations must include not just mechanical manipulation of stick and rudder, but also the mental mastery of three key flight management skills: information management, automation management, and risk management. Let's take a look.

Information Management

One of the axioms of aviation training is that the volume of information presented is akin to drinking from a fire hose. Pilots making their first acquaintance with glass cockpit avionics can fervently relate: the primary flight display (PFD) and multifunction display (MFD) screens are chock-a-block with information, colors, menus, and sub-menus. There is so much to see that a new glass cockpit pilot can easily be drenched in data, but still thirsty for useful knowledge (e.g., how to find a specific piece of information).

The foundation of glass cockpit information management is to understand the system at a conceptual level. In the Garmin G1000, for example, information is organized in "chapters" and "pages" that are identified in text at the top and by symbols at the lower right of each "page." Also, the pages in the "waypoint" and "nearest" chapters are presented alphabetically, so you will find the "airports" page before you get to "user waypoints" or "VORs." Remembering how your system is organized can help you manage the sheer volume of available information. It is also far more effective (and far less frustrating) than attempting to memorize mechanical manipulation of the knobs. Simulation software and books on the specific system you are learning can be of great value in this effort.

The next critical information management skill is to recognize that reading is fundamental. Understandably enough, pilots new to glass cockpit avionics often become fixated on the "knobology," to the point of believing they must memorize each and every sequence of button pushes, pulls, and turns. Not so. Though human beings are notorious for our reluctance to read the directions, a far better strategy for accessing and managing the information available in glass cockpit computers is to stop, look, and read. Both the Garmin G1000 and the Avidyne displays have clearly labeled buttons, knobs, and "softkey"

menus. Reading before you push, pull, or twist can often save you some trouble.

Once you are actually behind the display screens on a glass cockpit aircraft, your goal is to meter, manage, and prioritize the information flow to accomplish specific tasks. Whether you are an instructor or a pilot transitioning to glass cockpit avionics, you might find it helpful to direct the fire hose flow of information into a few conceptual "drinking glasses" like these:

Personal Preference

You might remember "have it your way" as an old fast food advertising jingle, but the concept definitely applies to setting up the displays in a glass cockpit aircraft before you fly. Just as you can configure your personal computer display to suit your individual preferences and styles, you can set up many aspects of the glass cockpit PFD and MFD screens in the way that works best for you. An obvious example is map orientation. Most systems offer options that generally include "north up," "track up," "DTK" (desired track up), and "heading up." Being a "heading up" fan myself — saves me from turning my charts upside down — map orientation is one of the first things I check.

To a large extent, you can also have it your way in terms of how much (or how little) information you display. I don't like clutter on my desk, but I do like a lot of information on the PFD. In Garmin G1000 equipped aircraft, for example, I always configure the PFD to show the inset map with the "topo" and "traffic" overlays, the Nav1 and Nav2 bearing pointers (tuned, of course, to useful frequencies), and the flight plan inset. I also make sure that the "V-speed" bugs for the airspeed tape are selected on. On the MFD side, I check and, as needed, adjust the fields on the waypoint status bar to suit my needs for the specific flight.

Specific Operation

The "just in time" delivery system has become commonplace in the manufacturing world, and glass cockpit avionics put this concept to work for the general aviation PIC and flight manager. You now have the ability to prioritize information for "just in time" display of just exactly the information needed for any given flight operation. In Avidyne equipped aircraft, for example, system start begins by prompting you to set the appropriate fuel level. A good information management practice is to put the comprehensive engine systems status page (rather than the moving map) on the Avidyne MFD for taxi, takeoff, and initial climb, because engine status information has much greater utility and value to you during these critical phases of flight. A few other examples of managing information display for a specific operation include:

Continued on page 7

Glass Cockpit *continued*

- Map scale settings for en route versus terminal area operation.
- OBS mode to set up a “random” (non-published) holding pattern in GPS.
- Terrain awareness page on the MFD for a night or IMC flight in or near the mountains.
- Nearest airports inset on the PFD at night or over inhospitable terrain.
- Course deviation indicator (CDI) sensitivity for en route, terminal, approach.
- Weather datalink set to show echoes and METAR status “flags.”

Situational Awareness

Aircraft flight manuals explicitly prohibit using the moving map, topography, terrain awareness, traffic, and weather datalink displays as the primary data source, but these tools nonetheless give the pilot unprecedented information for enhanced situational awareness. Without a disciplined information management strategy, though, these tools can also make it easy for an unwary pilot to slide into the complacent role of passenger-in-command. For example, a pilot whose navigational information management strategy consists solely of following the magenta line on the moving map can easily fly into geographic or regulatory disaster, if the straight-line GPS course goes through high terrain or prohibited airspace, or if the moving map display fails (yes, it can happen.) Remember also that GPS is a supplemental system.

Your strategy for situational awareness information management should have several components:

- *Always double-check the system.* At a minimum, ask yourself whether the presentation makes sense. I once programmed a moving map navigator to take me to Augusta, Maine (KAUG) when I wanted to go to Augusta, Georgia (KAGS) — big difference. Because I was so enthralled with the fantastic capabilities of my new gizmo, I’m ashamed to say that it took me awhile to catch the mistake. Lesson learned. If your aircraft is equipped with weather datalink, you must remember that you are looking at recent weather, not real-time radar returns, and take note of the weather data “age” legend on the MFD. It sounds easy and obvious on the ground, but pictures are surprisingly and powerfully persuasive.
- *Use callouts.* One of the information management techniques I now teach for situational awareness in glass cockpit aircraft is callouts — even for single pilot operations. Specifically, I ask pilots to read the appropriate displays (e.g., PFD, MFD, autopilot status annunciator) out loud after making any change in course or altitude. Callouts for what is expected next (e.g., next fix, next

altitude) are useful as well. This practice helps you make the most of your situational awareness gadgetry, while keeping you firmly in the role of pilot in command. It’s also a great way to catch your programming mistakes before they catch you.

Automation Management

Glass cockpit aircraft are highly automated. While most include some kind of automatic flight control system, otherwise known as the autopilot, “George” is not the only piece of automation you need to manage in order to avoid the potentially dangerous distractions of “automation surprise.” For example:

CDI Sensitivity

By default, the course deviation indicator (CDI) needle is set to scale its sensitivity automatically for the appropriate flight operation. During the en route phase (more than 30 nm from the destination airport), the G1000 electronic Horizontal Situation Indicator (e-HSI) provides an “ENR” annunciation to tell you that a full-scale CDI deflection puts you at least five nm from the desired course. Within 30 nm of the departure or destination airport, CDI sensitivity switches automatically to “TERM” mode, in which a full-scale CDI deflection indicates at least one nm from the desired course. Within two nm of the final approach fix, CDI sensitivity scales to “APR” mode, in which a full-scale CDI deflection indicates at least 0.3 nm from the desired course. If, however, the pilot who flew before you decided to disengage the automatic CDI scaling feature, would you know how to recognize the change? (*Hint: If you see a numerical value on the e-HSI instead of one of the three notations for ENR, TERM, or APR, your system is not using the default settings.*)

Navigation Source

In the Garmin G1000 loading an ILS or LOC instrument approach procedure while navigating by GPS causes the system (by default) to automatically locate, identify, and install the LOC course in the Nav1 frequency box, and slew the Nav1 OBS to the final approach course. Also by default, the system is configured to automatically switch the active navigation source from GPS to Nav1 on an ILS or LOC approach. While these features can certainly ease your workload at a busy time, it is extremely important that you know what to expect, monitor for proper operation, and promptly take appropriate action if the system doesn’t perform as you expected.

Autopilot

At the most basic level, managing the autopilot means knowing at all times which modes are engaged, and which modes are armed to engage. You need to verify that functions you have armed (e.g., nav tracking or altitude capture) do engage at the

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Glass Cockpit *continued*

appropriate time. Automation management is another good place to practice the verbal callout technique, especially after commanding (or arming) the system to make a change in course or altitude. When teaching in these aircraft, I now require pilots to read the display out loud, even (or perhaps especially!) for single pilot operations. In the Bendix/King KAP 140 illustration on page 12, for example, the callout might be as follows:

Heading mode is ENGAGED, and aircraft is following the heading bug on the e-HSI to intercept the desired course. Altitude hold mode is ENGAGED to maintain pre-selected altitude of 4,500 MSL. Navigation mode is ARMED to capture the desired course upon intercept.

In glass cockpit aircraft, proper automation management also requires a thorough understanding of how the autopilot interacts with the other systems. With some autopilots, for example, changing the navigation source on the e-HSI from GPS to LOC or VOR while the autopilot is engaged in NAV (course tracking mode) will cause the autopilot's NAV mode to disengage. The autopilot's lateral control will default to ROL (wing level) until the pilot takes action to reengage the NAV mode to track the desired navigation source.

Let's look at an example. After the pilot activates an ILS or LOC instrument approach procedure, the G1000 system defaults are set to switch the navigation source automatically from GPS to the Nav1 localizer frequency as the plane approaches the localizer. You could be in for a potentially dangerous "automation surprise" if you have one of the autopilot's navigational tracking modes (NAV, APR, or REV) engaged when the system automatically switches the navigation source, especially if you fail to notice that the system is no longer tracking the desired course. To ensure that you remain ahead of the airplane and fully in charge of your glass cockpit systems, you need to understand, anticipate, and manage such functions (e.g., by first manually switching the navigation source and then engaging the autopilot's APR mode)

Risk Management

The last, but by no means the least, of the three flight management skills needed for mastery of the glass cockpit aircraft is risk management. There is no question that the enhanced situational awareness and automation capabilities offered by a glass cockpit airplane can vastly expand its safety and utility, especially for personal transportation use. At the same time, there is some risk that lighter workloads could lead to the cliché of "fat-dumb-and-happy" complacency. Just remember that any glass cockpit pilot tempted to relax into a passenger-in-command role is likely to find some very sharp corners in all this cutting edge technology. As with any piece of glass, you must always handle it with care.

It is especially important to recognize that there are limits to what the systems in any light general aviation aircraft can do. To help pilots remember this point, some Avidyne equipped aircraft now offer a risk management checklist page that the pilot must acknowledge before continuing to program the system. Whether or not your aircraft is so equipped, just remember that being pilot-in-command always requires sound aeronautical decision-making (ADM), and that it sometimes means saying "no" to a flight you really want to take. Here's a recent personal example, using the PAVE risk identification checklist:

- **Pilot(s):** On a recent winter evening, I planned a night cross-country flight with a fellow G1000 instructor. Both of us are night current, instrument current, and fully proficient in use of the G1000 systems.
- **Aircraft:** The aircraft was a G1000 equipped, single engine airplane with the full weather datalink package installed.
- **Environment:** Weather at the proposed time of departure was still VFR, but visibly deteriorating to marginal VFR and forecast to be IFR approximately two hours after completion of the trip, which was along a well-known route to a familiar airport. Temperatures aloft for the proposed altitude (which would put us in the clouds) were just above freezing. The intended route of flight included short segments over mountainous terrain.
- **External pressures:** We really, really, really wanted to fly!

After watching the ceiling and visibility decline noticeably during the preflight inspection, we quickly lost faith in the forecast. Despite the proficiency of the pilots and the capability of the aircraft systems, the two of us reluctantly concluded that the risk posed by a night flight over mountains in instrument meteorological conditions (IMC) with possible icing was well beyond the limitations of a light single-engine airplane — and we lived to fly another day.

Beyond the Buttons

Even the most reluctant converts will probably agree now that the convenience of computerized word processing made it well worth the effort to learn new skills. Similarly, pilots, who invest the time needed to master information, automation, and risk management challenges of the glass cockpit aircraft, will benefit immensely from the enhanced potential for safety and aircraft utility. Prepare to be assimilated!

About the Author

Susan Parson is a special assistant in Flight Standards Service's General Aviation and Commercial Division

A Challenge for the Mind

Upon finding the correct substitution, the text will describe our Chapter. Submitted by our Web Master, Wolfgang Polak.

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z

S B E P A M Z I I W E W Q S M F X S Z F E M

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Chapter Membership - \$30.00 Annually
National EAA membership is required
Chapter dues can be paid on-line with PayPal

General Meeting: Thursday, March 5, 2009

Board Meeting: Thursday, March 12, 2009

***March Speaker: Mike Shiflett, CFII, Flight Examiner, Software Engineer -
Funny Things that Happen on Checkrides***

Our meetings are open to the public. EAA members, their GUESTS, AND VISITORS ARE ALWAYS WELCOME. Chapter 62 usually meets on the 1st Thursday of each month (the 2nd Thursday in August), at 7:30 PM. at Victory Aviation, Reid Hillview Airport, 2502 John Montgomery Drive, San Jose, CA 95148.

Hangar Hour: Come meet your Fellow EAAer's, make new friends, have some food, and enjoy the camaraderie. Food will be sold from 6:30: to 7:25 during which time you can "hangar fly." The meeting will start promptly at 7:30 PM.

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