



# The Intrepid Airmen



March 2011

Volume 47, Number 3

San Jose, CA

## In this Issue

President's Column	2
Chapter Contacts	2
Martin Hollmann	3
Falco spar	3
Rusty's Texas hangar	4
Doug Palmer Aircar	5
Ly-Con visit	6
Announcements	6
Membership Notes	7

### UPCOMING EVENTS

#### Monthly Meeting, March 3

##### Death Valley Fly-Out

On **March 5 and 6** EAA 62 is organizing a fly-out to Furnace Creek Airport (L06) in Death Valley. Six or seven planes have signed up and we have reserved a number of Jeeps for our use while there.

##### EAA Chapter 62 Board Meeting

**March 10** at 7:30 in the Terminal Building, all welcome.

##### Santa Clara Valley 99s Annual Pasta Night

**March 17**, please see banner article in tis issue.

##### Drive-out / Fly-out to meet Martin Hollmann.

**March 19**; please see article for details.

##### Fly-out to Harris Ranch

**April 23**. Konstantin Blank is organizing this trip.

## March Event: Zdravko Podolski

of Aerodynamic Aviation will be speaking to us about the organized air trips to Croatia he will be managing this summer. Each participant's Cessna 172 will include a Croatian pilot, but guests may fly the airplanes as much they like. The planned destinations include Zagreb, Split, Dubrovnik, and Plitvice Lakes. Take a look at the website: [www.flyincroatia.com](http://www.flyincroatia.com).



Dubrovnik



Split

**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 Hangar Flying, Hot Dogs  
7:30 PM General Meeting

## President's Column, by Wolfgang Polak

Business travel forced me to miss the February meeting and some of the good flying weather we had earlier in the month. If you've not been at the meeting, note that Rusty's famous food service is back and terminal meetings will now run just like those in the hangar - except we'll have heating in the winter and air conditioning in the summer.



There is some good news on the fly-out front. The Death Valley Fly-Out is very popular and we're expecting 6 planes with 16 people to convene in Furnace Creek. Thanks to Mark Wainwright's efforts we will have 4 Jeeps to get around the valley. Should be great fun—just hope that the weather will cooperate.

Konstantin Blank has been organizing a fly-out to Harris Ranch; meet him there for lunch or hangar talk any time between 11 AM to 5 PM on April 23rd. This is not just a Chapter event and everyone is welcome. Spread the word and invite your friends.

Konstantin has also created Facebook page for Chapter 62. We will post important chapter news and events on that page. Some of you may find this easier to follow news on Facebook than to check the chapter website. The Facebook page is open to the public and may attract new members to our chapter.

There are still 12 members that have elected to receive the hard-copy version of our newsletter. If you're one of them, please consider going digital. You'll get the online newsletter earlier, it will be in color, and you'll save the Chapter about \$12 each year.

If you've not done so this year, please renew your membership. It's easy. Start on our website, [eaa62.org](http://eaa62.org), and click "Renew" under the "Membership" menu. That page will tell you when your membership has or will expire, follow the links to correct any obsolete information in the roster and move on to the money part. You can pay through PayPal or by mailing in a check and Randy or Don will still take cash.

One final thought on modern avionics. I love my Garmin 430W, it's like indoor plumbing for IFR. Just make sure you can still fly without it. This point was driven home by the second total failure of my unit. Garmin supposedly designed it so that a radio failure will not affect the GPS part and vice versa and there should not be a complete failure—in theory. The first time it failed me completely was a couple of year ago when the 12V to 24V power converter failed (not really a Garmin problem except that they only made the 24V version in those days). The second complete failure happened

(cont' on page 3)

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## Moving the Falco spar

by Mark Wainwright

For the last several years, my Falco's spar has been living at Aircrafters LLC in Watsonville, and Dave Saylor, the owner, suggested that now would be a good time to move it. I completely understand: he's not in the business of storing people's airplane parts. Through the help of Chapter 62 members Rusty Wells, John Gould, and Mike Francis, the 26' wing spar is now safely in John's hangar in Hollister.



Remember how nice Doug Henson's Falco was?

When I made a reconnaissance mission to Aircrafters on Friday, February 11, I discovered that in addition to the spar there were the aileron/flap assembly and various secondary spars. There is also some possibility that I left a box of expensive parts from Sequoia Aircraft, but a careful examination of the storage unit in Los Banos may reveal that the parts are there.

Rusty provided his custom-made 2-axle trailer with a telescoping tongue (quite a sight to behold), John Gould is furnishing the storage space in Hollister, and Mike Francis contributed both muscle and brains. The brains were particularly well appreciated because I seem to have left mine behind on the Saturday we moved the spar. My friend Becky Piccione loaned us her *mui macho* Ford F-250 diesel, which was a godsend because Rusty's trailer overwhelms my wimpy Jeep Cherokee. As you can see from the pictures, Mike



Mui Macho

and I employed a couple of different "technologies" for securing the airplane bits. The first was the ratcheting strap technology that Mike applied to the problem of keeping the front and rear gates quiet. The second and critical technology was a

substance variously referred to as 100 mph tape, racers' tape, duck tape, or duct tape. It doesn't matter what you call it, it worked.

## President's column, cont'

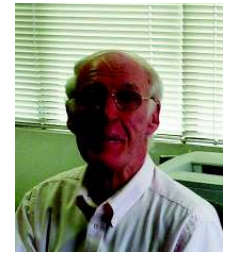
the other day when the display backlight gave out—it's hard to use the radio or GPS if you can't see what's dialed in. Beware of single-point failures.

See you at the meeting,  
Wolfgang Polak

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## Meet Martin Hollmann

There will be a fly-out to Watsonville to meet our long-time Technical Advisor, Martin Hollmann, and his wife Rita. Both have had a very rough



past year surviving Martin's serious and difficult surgery and his rehabilitation. This will be a tribute to Martin who wants to share his experience battling cancer as well as to share some more of the vast knowledge of aviation that he has brought to our Chapter meetings as a speaker over the years and as a host for fly-ins to Monterey. He is continuing to work several hours each day at his company, Aviation Designs, Inc. and continues his rehab with the great help of Rita. The fly-out will be held on March 19 (Saturday)—flying to Zuniga's Mexican Restaurant at Watsonville Airport. We will meet at noon for lunch. Adverse weather will require that we "taxi" over to Zuniga's.

For further information contact Ron Carmichael, (408) 772-7745.

# Rusty Wells's Texas hangar

by Mark Wainwright

On Friday I dropped in to see Rusty's aircraft factory in Sunnyvale, where there is steady progress on the Seawind we wrote about in the December issue.

Rusty started building his hangar in 2003 on his property near Grandview Texas; the property includes a large enough flat section that will serve as an excellent runway just as soon as a little more grading and tree removal is complete.

The hangar / barn project is huge: 7,000



Form laid



Raising the first truss

square feet. Obviously the first floor it is adequate for Rusty's current and future airplanes, along with miscellaneous farm equipment. The second floor, between the steel trusses, has adequate space for seven Kitfoxes with their wings folded. Rusty and his friend Bob built the structure with thin-walled gas pipe welded into truss sections. and covered the hangar with corrugated steel and fiberglass sheets. Elvis, a helper from south of the Rio Grande, aided in the putting the whole thing together.

Now that the barn is complete its quality is like all

other empty spaces: it's filled with stuff. So Rusty's next Texas project is to finish the runway and make sure



Rusty at work



Finished product  
Where are the airplanes?

that the hangar is a hangar and not a barn.

# Visit to Doug Palmer's Aircar

by Mark Wainwright

On December 4, John Castner, Don Von Raesfeld, Wolfgang, Mike Francis and I visited Doug Palmer while he was performing his annual on the Spencer Aircar he built. We had originally planned to make the short hop to Half Moon Bay with Wolfgang. December weather intervened, so Mike, Wolfgang and I converged on the Page Mill Road Park & Ride and we drove one of my experimental cars over the hill. Doug was a terrific host: he provided us with hot coffee and snacks in his unheated and unpowered hangar.

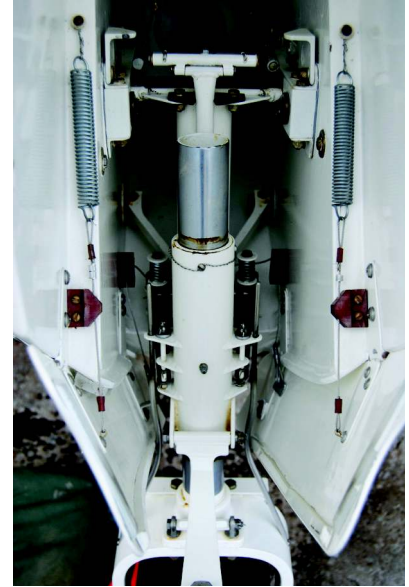
A great deal has been written about Doug's airplane, including an in-depth article in Sport Aviation, so I can't add much. There are a few things to note: the workmanship is superb, and Doug made no effort to hide the fact that the plane is made primarily of plywood.



Aft Cabin

Doug won the "Gold Lindy" seaplane award at Oshkosh in 2009.

The details of the power console and the anchor cabinet are astounding. Doug is using a Continental Tiara engine in his plane coupled to an MT reversing propeller. The engine choice is unusual because so few were made, although the Tiara has a history of good reliability. The Tiara is a high-speed engine that has a 2:1 crank-to-propeller speed ratio. There's no reduction gear exactly: the prop runs off an extension from the camshaft so the internal gearing for the cam is significantly beefed up. Being on the slightly cautious side, Doug has a spare engine in case the one on the airplane stops working and he can't find a replacement.



Throttle quadrant detail

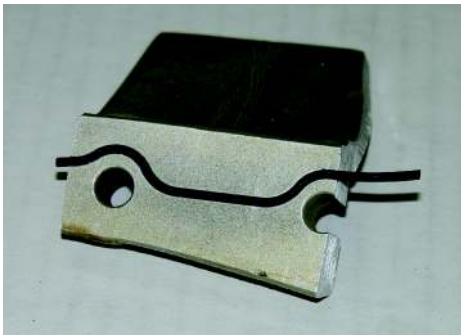


## Ly-Con visit

by Mark Wainwright

My friend John Baker and I paid a visit to Ly-Con Aircraft Engines in Visalia on November 13. John lives in California Hot Springs, which is about three thousand feet in the Sierra near Porterville; he and I regularly take motorcycle trips and meet somewhere between Hot Springs and Los Gatos. John has an interest in all things mechanical, and Ly-Con was particularly compelling because John once ran a business that operated automatic screw machines. Loren at Ly-Con gave us an in-depth tour of the place that included the test rig, a view of engines during assembly, and the CNC machines. John was impressed by the tolerances: John asked if Ly-Con were able "to hold 1/10th", meaning 1/10,000 of an inch, and Loren said they do much better, but exactly how much better is a trade secret.

Ly-Con has a one-year backlog, which in this economy seems outstanding. Loren made the point that the company did not want to grow the business because of concerns that they would lose the ability to maintain their quality control standards. He showed us Ly-Con's



O-ring demo piece

STC'd method of sealing two case halves with an O-ring instead of using standard silk thread. The process involves machining the two halves completely flat and cutting a

groove for the O-ring in one side. According to Loren, this provides a much better and longer-lasting oil seal than the standard thread.

During our Christmas dinner I sat next to Bill Stein, who gave us the terrific presentation on his experience flying air shows. Bill, who is now a Chapter member, had his IO-540 built at Ly-Con.



I needed to fix this before the Ly-Con trip

## Santa Clara Valley 99s event



The Santa Clara Valley 99s present our annual



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Featuring chicken, several pastas, salad, garlic bread  
Homemade desserts  
No-host bar

Proceeds benefit the San Jose State University Precision Flight Team and other aviation education programs

**Thursday, March 17<sup>th</sup>, 2011**

Doors open at 6:00pm

### Santa Clara Elks Lodge

1680 Martin Avenue, Santa Clara, CA  
Near 101 and San Tomas Expressway

**\$25 per person**

RSVP by March 14<sup>th</sup> to Mayetta (408) 264-0229 or [mjbfly99@comcast.net](mailto:mjbfly99@comcast.net)

## Tradewinds Announcement

On Thursday, March 10th at 7:00 PM Wings Safety Seminar: Max Trescott will address safety issues when buying an airplane and staying safe in it during the first few critical weeks.

Max Trescott writes frequently on aviation and avionics / nav equipment, including new aviation apps for the iPad. You can find Max at [www.maxtrescott.com](http://www.maxtrescott.com).



The next ride to Visalia

## Membership Notes by Donald Von Raesfeld, Jr.

Membership Chairman  
408-507-0951

Thanks to all of you who have renewed your membership in our chapter. As of now we have 35 members who have renewed their memberships. We had a total of 64 paid members at the end of last year. I am hoping that the remaining unpaid members can send in their dues or renew online by the end of this month. Hopefully we will also be able to increase our membership base this year.

As I mentioned last month we will have many events throughout the year. These include our monthly General Meetings, fly-outs, Chapter BBQ, Young Eagle Events, and Christmas Party. Our first Young Eagle Event is scheduled for April 9 at the Palo Alto Airport. As always we need volunteer pilots and ground personnel. If you wish to fly or help out on the ground, please contact Russ Todd, our Young Eagles Coordinator.

There are three upcoming fly-outs listed on the Chapters Events Calendar. The first was organized by Mark Wainwright and will be an overnight trip to Death Valley with a stay at the Furnace Creek Ranch or the Furnace Creek Campground. The scheduled dates are March 5 and 6.

The second event is a fly-out / drive-out to meet our long-time Technical Advisor, Martin Hollmann, and his wife, Rita. Both have had a very rough past year surviving Martin's serious and difficult surgery and his rehabilitation. This will be a tribute to Martin, who wants to share his experience battling cancer as well as to share some more of the vast knowledge of aviation that he has brought to our Chapter meetings as a speaker and as a host for fly-ins to Monterey. He is continuing to work several hours each day at his company, Aviation Designs, Inc. and continues his rehab with the great help of Rita. The fly-out will be held on Saturday, March 19 and we'll fly to Zuniga's Mexican Restaurant at Watsonville Airport. We will meet at noon for lunch. Adverse weather will require that we "taxi" over to Zuniga's.

Please RSVP on the web since the space at Zuniga's is limited.

The third fly-out is to Harris Ranch. This fly-out was suggested by Chapter Member Konstantine Blank. This fly-out will not be limited to Chapter 62 Members. Let your flying friends know about this event. Times are from 11:00 AM to 5:00 PM on Saturday, April 23.

Our February General Meeting featured Gryphon McArthur. Gryphon is president of EAA Chapter 119 and founder of West Coast Sport Aircraft, a TECNAM distributor based at the Watsonville Municipal Airport. Gryphon talked about the Sport Pilot Certificate and Light Sport Aircraft. He discussed the TECNAM Light Sport Model and showed a video of the TECNAM P2006T Light Twin. After watching his presentation, we headed out to the ramp to take a look at the P92 EAGLET that he had flown over from Watsonville. Before he departed for home I asked if it might be possible for our Chapter to have a fly-out to Watsonville some Saturday to see his operation. He said to call him anytime. This would make another good fly-out for the Chapter. If anyone else has ideas for a destination let Mark Wainwright or myself know or bring it up at a General Meeting.

Last but not least, I would like to thank Mark Wainwright and his wife, Mimi, for all the effort they put into the Newsletter. I have a hard enough time just getting one article done; they have to put everything together. It takes time. I think they are doing a great job. Thanks Mark and Mimi.

Don Von Raesfeld, Jr.





Peter Liem of Victoria, BC, brought his RV9-A to Oshkosh



Waix

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The Editor intends this page to be blank.

Don Von Raesfeld  
Membership Chairman  
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Address Label is **RED**,  
time to pay your dues.



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