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UPCOMING EVENTS

**Monthly Meeting,
November 4
Victory Aviation**

**Fly-Out to Furnace Creek
Death Valley**

November 6-7—Get your last dose of summer—daytime highs in the upper 80s and world famous Zabriskie Point.

Board Meeting

November 11—all welcome

EAA 62 Annual Holiday Party

December 2—Crown Plaza in Milpitas for EAA Chapters 62, 110, and 338.
Come at 6:30; please see Wolfgang’s email for particulars

November Event: Mike Luvara and Reno

Michael Luvara will speak about his experience at the Reno Air Races, from starting out as a spectator in 1986 to now being involved with numerous teams as a telemetry and data acquisition engineer. Stemming from his work in Unmanned Aircraft, he has supplied over 15 race teams with telemetry systems, helping further their racing endeavors. While supplying telemetry to a variety of teams across race classes, Michael has crewed on the unlimited Sea Fury “September Fury” and currently is a member of the “Voodoo” P-51 air race team. His talk will focus on the experiences that he has had in air racing, from installing and engineering the system to flight testing, and will show some in-flight footage and lessons learned, which can apply to any pilot. Michael holds a private pilot (ASEL) and enjoys flying his RHV-based Citabria.



Super Corsair and Sea Fury



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 Food and Hangar Flying
7:00 PM General Meeting

President's Column by Wolfgang Polak

When you read this we will have had our last Young Eagles rally in South County. Our last fly-out for the year, destination Death Valley, will be coming up on November 6 and 7. Let's make this a success and hope for good flying conditions. The weather will be less predictable in the winter time, come to think of it, so it's time to get my IPC.



Russ Todd has done an excellent job making the Young Eagles events successful. It takes a lot of effort to find the pilots, the kids and the ground volunteers and deal with the EAA paperwork.

Mike Francis has tried very hard to make the fly-outs work. He's put together a choice of excellent destinations but participation has been lacking. That's really sad since flying is what we're all about. Maybe we can try something else next year. How about we pick one Saturday each month and everyone interested—pilots and passengers—meet at Reid Hillview at a fixed time? Then we decide where to go, fly or drive, to have lunch and talk aviation.

Zeke Smith gave an interesting hands-on presentation on composite construction and vacuum bagging. The November meeting should be equally interesting. Michael Luvara will be talking about telemetry data that he collected during the Reno air races. And, of course, we'll have the annual election at the November meeting. You can still run for office as a write-in candidate.

As every year, the December meeting on Thursday 12/2 will be our Holiday Party. Everyone seemed to be happy with last year's venue so we will be back at the Crowne Plaza hotel. You'll find more details elsewhere in this newsletter. Members of chapters 338 and 110 are invited as well. We're still working on the details of the entertainment for the evening. I hope to see you there.



VariEze

Chapter 62 Contacts

Wolfgang Polak, President

(408) 735-8014

president@eaa62.org

John Castner, Vice President

(408) 971-8071

crkrhv@att.net

Ron Carmichael, Secretary

(408) 772-7745

luv2fly02@yahoo.com

Randy Wilde, Treasurer

(650) 968-3048

randallwilde@mac.com

Wolfgang Polak, Webmaster

(408) 735-8014

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

Tech Counselors

Engineering & Design

Martin Hollmann

(831) 621-8760

jets@mbay.net

Mechanical

Brian Dal Porto

(408) 802-7040

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

California Capital Airshow by Don Von Raesfeld, our Membership Chairman

On September 11th, 2010, my oldest son, Mark, and I attended the California Capital Air Show at Mather Airport near Sacramento. We arrived about 9:00 AM and got through the gates with no wait as we had purchased our tickets on-line. We walked along the flight line and found a spot to set up our chairs. We then proceeded to walk around the ramp and check out the static displays.

There was a great assortment of military and civilian aircraft and helicopters on display. Some of the aircraft included the Navy's EA-18G Growler, a T-45 Goshawk, a couple of F-5N Tiger II aggressors from NAS FALLON and a couple of SH-60 Seahawk helicopters. The Air Force had a couple of F-15E Strike Eagles, a couple of F-16 Fighting Falcons from the Fresno Air National Guard, a T-38 Talon and a U-2S Dragon Lady from Beale AFB. There were also a number of large aircraft, including a HC-130H Hercules of the

Coast Guard from U. S. Coast Guard Air Station Sacramento, a C-130H from the 934th Airlift Wing, a B-52H Stratofortress, a C-17A Globemaster III, a KC-10 Extender, and a C-5B Galaxy, and a KC-135R Stratotanker.



Panzel 330

Warbirds were well represented on the ramp. The Arizona Wing of the Commemorative Air Force brought their B-25 Mitchell, "Maid In The Shade".

There were a couple of P-51 Mustangs, T-6/SNJ's, T-28 Trojans, as well as two Beechcraft C-45 Expeditors, and many more aircraft.

I think the biggest draw for this show were the Lockheed P-38 Lightnings. All four flew towards at the end of the show. There were a number of tents set up near the P-38s for several P-38 pilots who



F-22 with Afterburner

Also on static display was one of the last two T-43 Gators. The T-43, a Navigator Trainer, was a version of the Boeing 737. This particular aircraft became the last T-43 in the Air Force inventory. Six days later on September 17th, 2010 this aircraft was retired from service with the 12th Flying Training Wing in Randolph , Texas.

In addition to the military aircraft, there were many civilian aircraft and helicopters on display, including UPS and FedEx aircraft. Beechcraft was represented with a King Air 350 and Premier1A. There also were several General Aviation and some Experimentals.

attended the show. These were sponsored by the P-38 National Association, the 475th Fighter Group Historical Society, and Lockheed-Martin. It was an extra \$5.00 to get into this area but was well worth it.

The flying got underway at 11:00 AM and ended about 4:00 PM. First up was an RC model demonstration. Dave Sullivan flew his 46% scale Yak 54. Rex Pemberton floated down with a giant American Flag while his wife Melissa circled him in her Edge 540 along with John Klatt in his Panzel 330. This was followed by a C-5, KC-10, and a C-17 flying in trail from Travis AFB. This was followed by four T-38 Talons from Beale AFB. Also from Beale AFB was one of only five two seat U-2s. The Dragon Lady made a couple of passes and then climbed out of site after its final pass.



Nose art is Good

After the T-38s landed John Klatt took to the sky in his Air National Guard Panzel 330 while Bill Kearns flew the Air National Guard Extra 300L. They put on a great aerobatic display. When they finished their act a B-2 Stealth Bomber from Whiteman AFB in Missouri made an appearance, The "Spirit of Arizona" call sign "Death 12" made a couple of passes. After his last pass the B-2

departed for home. The B-2 was followed by a U.S. Coast Guard C-130 Hercules from Sacramento which made one pass.



All Four P-38s

Next up was Tim Decker performing aerobatics in his Pitts S-2B. Tim is a former F-117 and U-2 pilot who just last year retired from the Air Force as a Lieutenant Colonel. Towards the end of his performance

Bill Braack took to the runway in the USO Jet Powered Car. Tim departed the area while Bill made a run down the runway. Bill reached 340.55 mph in one half mille.

Kent Pietsch, from Minot North Dakota, entered the air space to begin the first of his three acts. Kent flies a 1942 Interstate Cadet sponsored by Jelly Belly. His first act is a comedy routine in which he is supposed to be an escaped prisoner learning to fly on his own.

(cont' on page 5)

Events of Interest

Tradewinds Aviation will be sponsoring a WINGS seminar on November 18, 7 PM in the Reid Hillview Terminal Building.

Ken Nielsen of USAIG will talk about how insurance assesses risk, and how to avoid risky situations, specifics about renters insurance, aircraft owner insurance, and more.

Please contact Tradewinds at 408.729.5100.

Editor's Notes

by Mark Wainwright

As Newsletter Editor I can say "thank God for Don Von Raesfeld" this month, because, without his efforts, we would have very little to put in this month's issue. I was hoping to have a write-up about the planned Young Eagles Event on October 23rd, which was canceled because of rain, and to provide an article about Mike Francis's progress with his Corvair engine project. We will wait for December for a Corvair update, and it will include



On Final

links to videos of the engine in action.

(cont' on page 5)

After Kent landed Rex and Melissa Pemberton took center stage at 8,000 feet. Rex, wearing a winged suit, left the jump plane and Melissa, in her Edge 540, began doing Barrel Rolls around him. At 3000 Feet Rex deployed his chute and made a perfect stand up landing. Melissa made a pass and climbed back to altitude to begin her aerobatic performance. She began with a 17 turn inverted flat spin. Melissa puts on a great show.

The action then took a break from the sky as ROBOSAURUS, a forty-foot mechanical dinosaur, entered shoe center and began to devour two cars. When ROBOSAURUS had finished his meal Lieutenant Mike "Crack" Poe of VFA-125 from NAS Lemoore put on a great high performance tactical demonstration in an FA-18C Hornet.



P-38's business end

Following the FA-18C Hornet

Kent Pietsch took to the air for his second act. This time Kent was attempting to land his Interstate Cadet on an RV Traveling down the runway at 50 mph. He was unable to do it on his first two tries but did make it on his third attempt. After landing on the RV, Kent then made a take off and landed back on the field to prep his plane for his third and final act.

The Patriots then took to the air. Four L-39 Albatross aircraft took off followed by two more. As they left the area to prepare for their performance, John Klatt was once again in the air performing for the crowd. Soon the Patriots were on their way back in to start their show. The Patriots fly a four-ship demonstration. However they started their show with a preview of their 2011 season that will include two more L-39s. This was their first public display of the team with six aircraft. They made four passes in the delta formation detaching numbers 5 and 6 on the fourth pass. With 5 and 6 back on the ground they then proceeded to fly their full four ship show which included four ship formations, two ship formations, and solo passes including tail slides and opposing head on passes. All this and more accompanied by red white and blue smoke and music. The Patriots, based out of Byron, California and sponsored by Fry's Electronics, put on a terrific demonstration that promises to be even better next year.



Fry's

(cont' on page 6)

Editor's Notes, cont'

Unfortunately, I was unable to go flying in October, but I did have a very enjoyable time at Aerodynamic Aviation's 50th birthday, and I was able to drive my motorcycle about 800 miles. On October 22nd I dropped in on the Central Valley Remote Controlled Soaring Club, which



Takeoff

was featuring radio-controlled float planes that day. Here are a couple photos from the event.

For next month I expect to write an exhaustive article about our Fly-Out to Death Valley, but that will depend on our ability to corral some pilots to take us there.



Gratuitous sideways photo of Zabriskie Point

Capital Airshow, cont'

With the Patriots back on the ground Michael Goulian took to the sky in his new Extra 330. Michael is a very experienced aerobatic pilot and also one of the Red Bull Air Race Pilots. He puts on a very high-energy aerobatic show.



U-2

After Michael's performance was completed one of the four P-38s took to the air while Bill Braack in the USO Jetcar again took the runway. A race between the P-38 and the Jetcar followed with the Jetcar winning.

Following the race Kent Pietsch was once again in the air for his third and final act. Starting at 6,000 feet he shut down the engine and started his dead stick landing routine doing aerobatics all the way down. Once down he would taxi all the way to show center and place the spinner in the palm of the announcer who had his back to Kent with his arm outstretched and palm facing the oncoming aircraft. Kent put the spinner right in the announcer's palm.

The three remaining P-38s took off and joined up with the first. This was what the crowd had been waiting for. Out of around 10,000 P-38s produced there are only seven airworthy P-38s in the world at this time and four of them were in the air here at Mather. After joining up, the four P-38s came around and made a nice pass down the flight line. They then came around again and performed a Missing Man Flight while Taps was played to honor all those lost on 9-11-2001. The P-38s then made several individual passes. Pilots of the P-38s were Steve Hinton flying "Glacier Girl", Kevin Eldridge flying "Thoughts of Midnight", Rob Ator flying "Ruff Stuff", and Jeff Harris flying "Honey Bunny".

The F-22A Raptor then taxied out and sat in the background as 35 young men and women were sworn into the United States Air Force.

As two of the P-38s were recovered Major David "Zeke" Skalicky, from Langley AFB took off to demonstrate the highly maneuverable F-22A Raptor. This is really an amazing aircraft. When Major Skalicky finished his demonstration, he was joined by Steve Hinton and Kevin Eldridge in a Heritage Flight.



Fry's with color

My oldest son and I have attended this show every year since it started about five years ago and it seems to get better every year. We're looking forward to next years show.

Editor's note: Take a look at

www.flickr.com/photos/mvonraesfeld and

www.flickr.com/photos/rv8tor/

for Von Raesfeld father and son photos and videos.

Membership Notes

by Donald Von Raesfeld, Jr.

Membership Chairman
408-507-0951

Zeke Smith was our guest speaker at our October meeting and discussed and demonstrated some composite construction techniques. He is a well-known expert in all areas of composite aircraft construction. Zeke is also the author of *Advanced Composite Techniques and Understanding Aircraft Composite Construction, Second Edition*. Thirty people were present to hear and see his presentation. Thank you, Zeke.

Elections for Officers and Board Members will be held at this month's meeting. You must be a current member of the Chapter to be able to vote. If you are not sure of your membership status, you can go to the Chapter website to find out. On the Home Page, scroll down to Members. Type in your name and hit search. If you are not current, "Past Member" will appear under your name in red. If you are not a current member, you can rejoin the Chapter on-line or at the meeting before voting takes place.



Mike Francis introducing Zeke

There was talk of ordering new Chapter shirts at the last meeting. If you wish to order a shirt or shirts we will be starting an order sheet. I'm not sure what the prices will be, but we will ask that you pay for the shirts in advance.

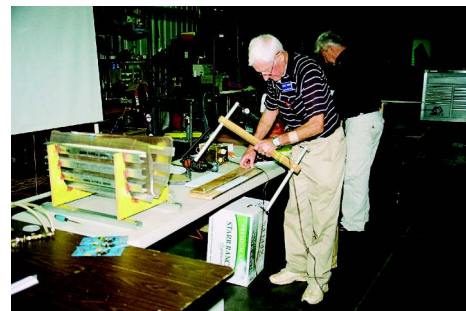
EAA 2011 Calendars will also be available provided we can get a minimum of 10 prepaid orders.

December 2, 2010. Save the date. This will be our December General Meeting / Holiday Party. This year we will again hold this event at the Crown Plaza Hotel in Milpitas. Cost will probably be \$30 to \$32. The speaker for the evening has yet to be determined. Details to follow soon.

Hope to see you all there.



Zeke explaining moldless construction



Zeke using the hot wire cutter on blue foam

More Photos from the Barbecue



Ron and Barbara Carmichael

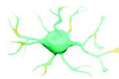


Some of the partygoers

Our web site www.eaa62.org donated by



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Owner
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Cell 408.891.4041
Email zdravko@aerodynamicaviation.com
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Don Von Raesfeld
Membership Chairman
930 Monroe Street
Santa Clara, CA 95050

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



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