



The Intrepid Airmen



November / December 2013

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San Jose, CA

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UPCOMING EVENTS

December Chapter Meeting

Thursday, December 12. Three
Flames Restaurant, San Jose 95125.

Chapter 62 Board Meeting

**No Board Meeting Sceduled for
December.**

December 19. Hangar Flying & Cof-
fee Drinking, Le Boulanger, Down-
town Mountain View.

December 21. Hanford, California.
Display Day and breakfast orga-
nized by EAA Chapter 1138.

March 22-23. EAA SportAir Aircraft
Building Workshops, Watsonville,
California.

April 26. Mariposa Air Fair & Family
Adventure, Mariposa-Yosemite
Airport.

December Event

Holiday Party at Three Flames Restaurant: Paul Marshall and Flying from Here to Alaska (and back!)

The Holiday Party is just a week away, so please let Mark
Wainwright know your plans. We would like to have an accurate
count so that there are enough seats for everyone who would like
to come. Paul's presentation promises to be very interesting.



Denali

EAA Chapter 62's December meeting will be
our annual Holiday Party at Three Flames Res-
taurant, 1547 Meridian Avenue in San Jose. The
nearest cross street is Hamilton.

6:30 PM Arrival
7:30 PM Dinner

Editor's / VP's Notes

by Mark Wainwright

This will be my last Newsletter, at least for the foreseeable future. As I wrote in the last issue, Bob Kindlund will be the Newsletter Editor beginning in January. This is a time consuming job, and I really appreciate Bob's taking it on.

A large number of people have made contributions for the four years that I have been editor, but I would like to offer thanks to former member Terri Gorman for her contributions, and her hangar mate Steve Plyler, who has written a number of interesting stories about his flying adventures. Andy Werback provided us with news about his trips, and we have been able to enjoy the achievements he has made with his Lancair vicariously, most notably his winning the Gold Lindy at Oshkosh in 2012. Wolfgang Polak reliably wrote the President's Column during the first two years I was editor and delivered it to me with great punctuality, which was a really helpful kick in the pants for getting the Newsletter out in a somewhat timely manner. Last, Don Von Raesfeld has been turning out Membership Notes for all of the last four years, keeping the Chapter up to date with what has been going on as well as providing us with other stories. Don will be Vice President beginning next year. It's a hard job, and I hope members will help him with finding interesting speakers for our monthly meetings.

I am looking forward to a good presentation from Paul Marshall next Thursday at our annual holiday dinner. If you haven't already done so, please RSVP so we can adequately serve everyone who plans to come.



Top of Grand Teton 1999
with Dr. Max



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Precision GPS Instrument Approaches

by Alfred Scott

Reprinted with permission from the “Falco Builder’s Letter”

During World War II, Alex Henshaw led a team of pilots charged with the production flight testing of the Supermarine Spitfire. Before they were accepted into the RAF, they would take a new airplane up and run it through a series of tests to confirm that the airplane met the specifications for the plane.

At that time, Henshaw was the most famous pilot in England, roughly equivalent to Lindberg in the U.S. In February 1939, he flew a modified Mew Gull to Cape Town and back, and set a speed record that stands to this day (*Not exactly correct—South African Chalkie Stobbs broke the record in May 2009 flying a homebuilt Osprey GP-4 – ed*). He was also capable of doing things with an airplane that few others would attempt.

There was tremendous pressure on them to get all of the airplanes that came off the production line into service as quickly as possible, and that wasn’t always easy because the weather in England was often terrible. Henshaw routinely flew in weather that nobody else would.



Among Henshaw’s team was Venda Jicha, who had been in the Czechoslovakian Air Force and was then their top aerobatic pilot. He was Henshaw’s best Spitfire pilot at Castle Bromwich, but he also became very difficult and bridled at being told when he could fly. He thought the group was made up of a bunch of softies.



Henshaw decided to teach the man a lesson, and waited until the weather was right down on the deck, with a very low overcast ceiling and driving rain. Jicha took one look at the weather and his face turned white. “No one’s going to fly in this,” he said.

Their job was to fly to 17,000 feet, put the planes through their paces and then find their way back to the base with visual flight references only. Henshaw took a machine up, ran through the tests and returned to the base. Jicha watched it all in disbelief, and then Henshaw suggested they go up together. So off they went to 17,000 feet flying up through the clouds in close formation.

With their tests finished, Henshaw signaled to Jicha to get into formation with him, and then they descended through the rain and clouds—essentially flying blind—and at the last minute

(cont’ on page 4)

Precision GPS Instrument Approaches, cont'

they broke out of the clouds right over the base and they landed within seconds of each other. "Nothing was said as we struggled against the wind and rain to the office, but the change could be sensed by everyone. From then on, Jicha was a different person."

Henshaw had a secret which he revealed later in Sigh for a Merlin. Near the base was the Hams Hill power station with cooling towers that sent plumes of steam up through the layers of clouds. Henshaw had learned to fly back to the base guided by these. He had his own personal precision IFR approach method.

We now have GPS navigation, and GPS-based approaches are termed RNAV(GNSS), and they are by definition 'non-precision' approaches, however the addition of the Wide Area Augmentation System (WAAS) in the U.S. and the European Geostationary Navigation

Overlay Service (EGNOS) now enable "ILS like" approach capabilities with accuracy that is often better than ILS, but without the need to install and maintain expensive ILS equipment on the ground.

The significance is that with GPS and WAAS/EGNOS, you can technically run an ILS-like approach into any grass strip if you wish. So this is a big step forward, especially for general aviation aircraft to use in lousy weather.

A system like this still requires testing. Raoul Schild now has his Falco, I-DIET, upgraded to use the EGNOS system. He has a Garmin 430W GPS which drives an Aspen Avionics EFD1000 glass panel, and he has been testing the system with the Austrian Civil Aviation



Falco "I-DIET"

Authority.

The Falco with the new "high tech" avionics is one of the test aircraft (the other likely a Citation Jet with a Collins Pro Line cockpit), and a Cessna 182. The Falco fits well into the jet/turboprop traffic because of its high speed capabilities during approach.

Raoul recently reported, "Today I did the first fully satellite-based approach with lateral and vertical guidance (LNAV+V). One approach hand flying, the other fully automatic on autopilot down to minimums. The accuracy (10 feet laterally and 13 feet vertically) is better than what you would need for an ILS approach. The guidance indication on the primary flight display is the same as ILS."

Raoul began testing the system at the big airports Graz and Innsbruck in March, and Vienna and other smaller airports will follow.

Raoul has also installed a three blade MT propeller in his Falco. This is the same type of prop that Rob Phillis has and Raoul has also been using our Benchmark program for his flight testing for the Italian authority ENAC. These old wooden airplanes are really getting high tech and now almost anyone can shoot an approach like Alex Henshaw.



EAA Chapter 62

ANNUAL HOLIDAY DINNER

Celebrating Another Great Year

Thursday, December 12, 2013

Doors open 6:30, Dinner at 7:30

Three Flames Restaurant
1547 Meridian,
San Jose CA 95125
408-269-3133

\$30 per Person
Young Eagle Volunteers and Spouses Free
(Donations Warmly Appreciated)
Please indicate choice of meal –
Steak, Chicken or Fish (Tilapia)

Please RSVP by Monday, December 2nd to

Mark Wainwright
32 Peralta Avenue
Los Gatos, CA 95030
Cell 650-776-4623
wainwright.markl@yahoo.com

Report on Don Wiggin's Service

by Don Von Raesfeld

February 20, 1917 - September 14, 2013

On Saturday, November 2, 2013, a memorial service for Don Wiggin was held at the St. Thomas Episcopal Church in Sunnyvale, California. Don was a long time member of this chapter. He will be missed.

About 50 people attended this service which began at 2:00 PM and was officiated by the Rev. Canon Sheldon Hutchinson, Ph.D. Maretha Davel was the organist for this service while Eileen Hutchinson and John Pietrzyk were the readers.

The opening hymn was "How Great Now Art" followed by opening words and prayers from Rev. Hutchinson. Eileen Hutchinson then read the First Lesson: Wisdom 3:1 - 5, 9. This was followed by Psalm 46 and then the Second Lesson: Revelation 21:2 - 7 read by John Pietrzyk. Psalm 23, was then read followed by a poem read by Nina Bradley. "Amazing Grace" (verses 1,2 and3) preceded the reading of the Gospel, John 14:1 - 6, read by Rev. Hutchinson. Following the reading of the gospel verses 4 and 5 of "Amazing Grace" were sung. Rev. Hutchinson then gave a homily followed by a couple of people remembering Don.

It was interesting to find out that before entering the service Don had worked in a factory manufacturing M1 rifles. When he entered the service he was in a class learning how to disassemble and



Chapter's flowers

reassemble the M1 rifle. He was very bored and the instructor seeing this asked him why. He told them he already knew all of this. The instructor told him to demonstrate taking apart the M1 and putting it back together. Don did this in record time, and was made an instructor. During his time in the service. He was also involved in two aircraft crashes. I wish I could have sat down with Don and found out more about his life. Another talked about how Don was building his experimental Tundra aircraft while in his 80s. Don was really an amazing person.

Following the remembrances, the Apostles' Creed, the Lord's prayer and the Prayers of the People were read by the congregation. Rev. Hutchinson then gave the commendation followed by the blessing and the closing hymn, "Savior Again to Thy Dear Name We Raise".

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After the service there was a brief reception at the entry to the church. There were a couple of tables set up with pictures and articles from Don's life, along with some refreshments. It was a fitting memorial for Don.

Rest In Peace, Don.



Chapter members attending Don's service

NOVEMBER Membership Notes

by Donald Von Raesfeld, Jr.

Membership Chairman

408-507-0951

Our last general meeting was held in the Reid Hillview terminal building on October 3, 2013. Our guest speaker for the evening was Frank Ducker, who gave a very interesting presentation on aerobatic flight. Frank came to us through chapter member, John Gould, who also grilled hamburgers for those who wanted to eat dinner. I would like to thank John for all his help and also Frank for the presentation.

At 7:41 PM President Konstantin Blank called the meeting to order and called for candidates as we will be having elections at our next meeting in November.

There are three officer positions open in the chapter: President, Vice President and Secretary. Randy Wilde has agreed to stay on as our chapter's Treasurer. Thank you Randy. In addition to the three officer positions open there are three Board of Directors seats that are open. We have a slate of candidates for these positions, but if anyone else is interested, please come to the meeting in November and enter your name.

Russ Todd, our Young Eagles Coordinator, then spoke about the upcoming Young Eagles event to be held Saturday, October 19, during the Take Flight For Kids and the Reid Hillview Airport Day. Again he asked for volunteer pilots and ground crew.

At 7:51 PM, Vice President Mark Wainwright introduced speaker Frank Ducker. Frank began his presentation with a bit of trivia.

- Citabria = AIRBATIC spelled backwards
- Pre-flight briefing advice. It's easier to clean up the inside of a T-shirt than the inside of an aircraft!!
- You can pour iced tea into a glass while doing a positive G roll. Look up YouTube for *Bob Hoover Airplane Roll*.

Frank then covered definitions of Aerobatics and Acrobatics. Aerobatics is the practice of flying maneuvers involving aircraft attitudes that are not used in normal flight. Acrobatics is the performance of extraordinary feats of balance, agility and motor coordination. Although acrobatics is most commonly associated with human body performance, it may also apply to other types of performance, such as aerobatics. He also covered FAR/AIM, which defines the areas, requirements and other things that relate to aerobatic flight.

Frank then covered who he is and a little bit of history concerning his flying career. First of all, he made it clear that he is not an instructor and that he is just a guy who likes to fly. He holds

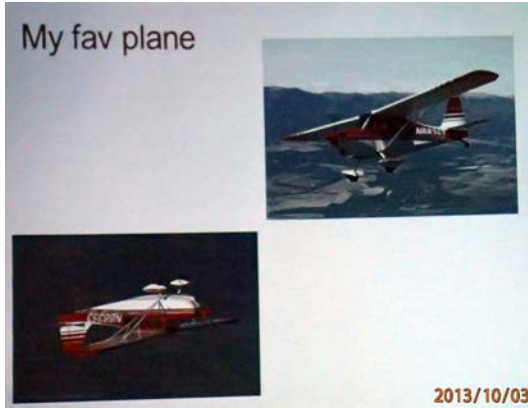


Frank Ducker

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SEL and Sea ratings, loves aerobatics and has been flying for 24 years. He is also a Hang 3 hanglider pilot and a Repairman for Kolb Mark III Xtra.

Frank was taught aerobatics by Amelia Reid and learned the Basic Aerobatic routine which included spins, loops, rolls - axial and barrel, hammerheads, snap rolls, stalls, split S, and Immelman. For a combined routine all maneuvers are positive G. Frank passed the basic



aerobatic course when Amelia was satisfied that he could land her airplane on her runway and not bend it. For 15 years he took one hour a month to keep current. Low time but lots of fun.

Frank has two favorite aircraft. His favorite plane is the Citabria, which he uses to satisfy his aerobatic needs. His other favorite aircraft is his Kolb Mark III Xtra.

He also stated that anyone interested can learn aerobatics. Locally, one can learn aerobatics at Aerodynamic Aviation (formerly Amelia Reid Aviation) here at Reid Hillview Airport. There is also a school in

Livermore, along with others and most glider training facilities. Aerobatics must be done in an aerobatic box or a local designated area. To be legal each person on board must also have a parachute.

Frank then went on to tell us some of the most important things he learned while taking the aerobatic course.

- He learned that you need to be aggressive in spin recovery, if not the spin will really windup.
- He also learned about high-speed turn stalls
- You can black out
- Anyone can get sick, including the pilot!
- Every plane is different
- Tail draggers are cool
- Cessna's are tough to stall and
- doing Acro can be draining and physical

He went on to explain that aerobatic training could save a pilot in several situations, including: test flying your home built, stall/spin situations, if you found yourself in a box canyon and a slip to landing and if you lost your engine and wanted to get into a small field. You find the edges of performance of your aircraft and know what to expect when you go beyond that edge.

Reasons why you might want to learn aerobatics are fun, safety, education and once again FUN. Things you do not want to do: you do not want to use aircraft not designed for aerobatics, don't try to teach yourself, do not go too low and don't let the speed buildup in a spin and dive.

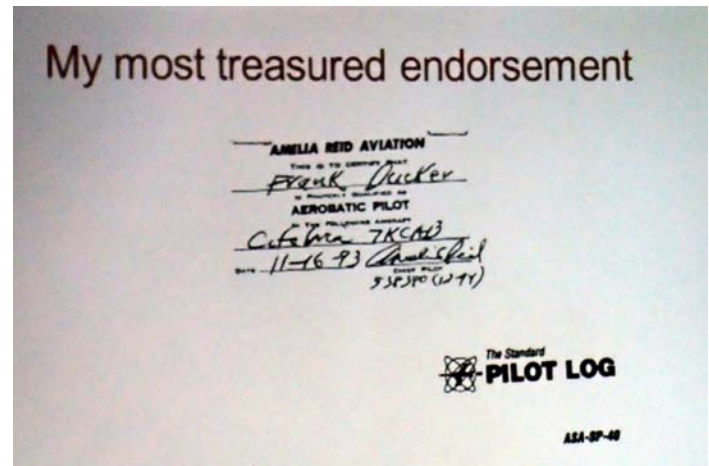
Frank gave a great presentation and I think all who were present enjoyed it, I know I did. Thank you again, Frank.

Membership Dues

It's that time of year again. Time to start thinking about renewing your membership in the chapter. You can renew online (easiest and fastest way), send me a check in the mail for \$30 made out to EAA chapter 62 or renew at the general meeting with a check or cash. I will be sending out renewal notices in December. Thank you in advance for renewing.

Don Von Raesfeld, Jr.

408-507-0951



Aerodynamic Aviation Benefit for Chapter 62 Members

by Wolfgang Polak, updated by Mark Wainwright

Wolfgang Polak wrote the following 2 years ago, and I am happy to report that this important benefit is available to members of Chapter 62 again:

As member of EAA62 you can train and rent aircraft at AeroDynamic Aviation (<http://www.aerodynamicaviation.com/aircraft.php>) at their regular rental rates without purchasing a membership. This offer is intended for the occasional flier and block discounts are not available unless you become a member of AeroDynamic Aviation.

For frequent fliers it will be advantageous to become an Aerodynamic Member and take advantage of the block discount.

There is a one-time offer, good till the end of this year (2013), that allows current members of EAA62 to purchase a regular one year membership at AeroDynamic Aviation at a 50% discount (\$175 instead of \$350). If you already are a member of AeroDynamic Aviation, you can still take advantage of this offer and extend your membership by one year at the discounted rate.

EAA62 membership cards (proof of your chapter membership) are available on our web site <http://www.eaa62.org>. Follow the "print ID card" link under the "members only" menu.

Happy flying and Happy Holidays,

Wolfgang Polak



DECEMBER Membership Notes

by Donald Von Raesfeld, Jr.

Membership Chairman

408-507-0951

Our last general meeting was held on November 7, 2013 in the terminal building at Reid Hillview Airport. Again, it was a small turnout. We had hoped to have Zdravko Podolski from Aerodynamic Aviation speak to us, but he was unable to do so. Instead we had a movie night. Before the meeting started dinner was available for those who wished.

The official meeting started shortly after 7:30 PM. The only chapter business we had to take care of was the election of officers and board members. All candidates for officer positions ran unopposed and were elected unanimously. There were four candidates for three board member positions so we did have an election. Thank you to everyone who volunteered to help out the chapter.

The Officers for the coming year, 2014, are as follows:

President Mark Wainwright

Vice President Don Von Raesfeld, Jr.

Secretary Ron Carmichael

Treasurer Randy Wilde

The new Board Members are Jon Garliepp, Wolfgang Polak and Russ Todd. These three will join Louise Lane, Mark Von Raesfeld and Jeff West on the board for 2014.

I would like to thank all of these members for serving as officers and board members for EAA 62 in the coming year. In addition to serving on the board. Russ Todd will remain our Young Eagles Coordinator for the coming year. Thank you Russ, you're doing a great job.

I would also like to thank Bob Kindlund for offering to take over the position of Newsletter Editor. I think next to the job that Russ Todd does with the Young Eagles program this position is probably the most time-consuming. I'm sure it is one of the most difficult. Again, thank you Bob for taking on this responsibility.

Last but not least a special thank you goes out to Randy Wilde, who has agreed to stay on as Treasurer. Randy mentioned that 2014 will be his 25th year in this position. We owe a real debt of gratitude to Randy for his service. This, too, is a position which requires a time. Thank you Randy and also thank you wife, Nancy, for all of us. After the elections it was time for the movie. I had brought along five DVDs to choose from. They included *Planes Of Fame Airshow 2012*, *Reno 2012*, *Celebrating The Centennial Of Naval Aviation 2011 Air Venture*, *Fighter Pilot*, *Operation Red Flag*, and *No Easy Days, The Incredible Drama Of Naval Aviation*. By a show of hands, it was decided that we would watch *No Easy Days, The Incredible Drama Of Naval Aviation*. This DVD captured some of the most dramatic accidents and naval aviation. During the movie I had forgotten that I brought a microwave to pop popcorn. Thanks to Jim Rainey I remembered about 8:30 PM. The movie ended just about 9 PM. Everyone seemed to enjoy it and it was a relaxing way to spend the evening.



Our next meeting will be held on December 12, 2014 at the Three Flames Restaurant at 1547 Meridian, San Jose, California. Doors open at 6:30 PM with dinner at 7:30 PM. Please RSVP to Mark Wainwright at wainwright.mark@yahoo.com by Monday, December 2. Hope to see you there.

MEMBERSHIP DUES

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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.



MEMBERSHIP APPLICATION

Name _____ National EAA #. _____

Address _____ City _____ State _____
Zip _____

Phone _____ Email: _____

National Membership Required www.eaa.org \$40.00 per year
EAA Chapter 62 www.eaa62.org \$30.00 per year PayPal Available
Membership Chairman: Don Von Raesfeld, draesfeld@sbcglobal.net 408-507-0951