



The Intrepid Airmen



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UPCOMING EVENTS

Monthly Meeting
November 3
 RHV Terminal Building

EAA Chapter 62 Board Meeting

October 13 at 7:30 in the Terminal Building, all welcome.

AOPA Safety Seminar
ATC Communications

October 24, 7 to 9 p.m. Free to all AOPA members

Fly-Out to Santa Ynez / Solvang

October 29 / 30. See pg 9

Chapter Holiday Party

December 1 at the Aerodynamic Hangar

October Event: was movie night at the RHV Terminal Building, *Battle of Britain*

This information isn't particularly helpful, but the October meeting was held at the conference room at RHV, wherein we discussed normal Chapter business and were reminded that the November meeting is the time for Chapter elections.

Later in the evening we watched *The Battle of Britain*, a movie filmed in 1969 that accounted the battle, which resulted in the cancellation of the planned invasion of Britain by German forces.

The film had a truly all-star cast: Laurence Olivier, Trevor Howard, Michael Caine and Robert Shaw, among others.



Supermarine Spitfire



Messerschmitt ME 109

EAA Chapter 62's November meeting will be held at RHV—Chapter Elections

Everyone is welcome, and please come to vote.

6:30 PM General Meeting
 7:30 PM Presentation

President's Column, by Wolfgang Polak

As I am writing this, I am still trying to come to grips with the tragedy in Reno. Pushing aircraft to and past their limits does create the risk of mechanical failure and accidents have always been part of the Air Races. Pilots know that risk but spectators coming to watch the show don't expect to get injured or worse. The difficulty is that, unlike in car racing, it is impossible to create a physical barrier between aircraft and spectators. Given that reality, the question is how organizers, regulators, and insurers will react and over-react to the events. Unfortunately, history suggests that any activity associated with risk will eventually become illegal or uninsurable. It would be a shame if the events at Reno, however tragic, mean the end of air racing.



The accident created a tremendous amount of press coverage. Unfortunately, I doubt that everyone seeing the horrific pictures can distinguish between Reno racers and those other "dangerous little aircraft". That can't be good for General Aviation, whether it's racing or burger runs.

Talking about General Aviation advocacy, we did quite well at the Palo Alto airport day. Public financing problems were evidenced by the absence of aircraft from public service organizations; Cal Fire, the County Sheriff, and the Coast Guard could not show their flying equipment. But NASA came to the rescue and brought some interesting displays. The crowds were a little smaller this year than last. Hopefully everyone came away with a good feeling.

Thanks to all the Chapter volunteers that came out to help with Young Eagles and wing ribs. We flew 96 happy kids and you may find more on the event elsewhere in this newsletter.

Remember, there will be elections in November for officers and directors of the Chapter. We're still looking for candidates. It's your chance to make a difference and direct the Chapter in direction you'd like it to go.

Enjoying the great flying weather,
Wolfgang

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Barbecue at Reid Hillview by the Editor

The turn-out for the barbecue was a bit less than one might have hoped, but the weather was beautiful and a number of members brought their airplanes and flew those who raised their hands. I succeeded in grabbing a ride in Andy Werback's spectacular award-winning Lancair Legacy. It's an amazing experience: 310 hp from the IO-550 equates to 170 knots



Konstantin with Andy's Legacy

on climb-out. I had been thinking that this was the fastest piston-engined airplane I had ever flown in, but that's not quite true. A long time ago I spent 24 hours travelling from Rome to Nairobi in a DC-6, and about ten years ago I flew on a Lockheed Constellation to and from Moffett, but Andy's plane is definitely the fastest I've experienced in the front seat. The approach into the pattern at Reid Hillview is sort-of like flying a Citabria with one enormous difference: everything happens twice as fast. Thanks Andy; I hope I get to fly with you again.

And a thanks to Wolfgang and Rusty for taking people on rides, and to Boyd Blue and Steve Plyler for showing up with their airplanes.



not Steve Plyler's Glasair, but close

Editor's Notes, by Mark Wainwright



no recent photo for me

I'm starting this on October 11, which is about two weeks after you should have received the *Newsletter*. My apologies; I've been slammed (just learned that word from *Homeland* on Showtime, you should see it), and I expect to continue to be for a while. Therefore I would be especially grateful for any outside contributions. They are always welcome, and are so more than ever now.

September was an extremely busy month for the Chapter and related events, so I am going to write some short articles with big photographs.

I would like to start a monthly column that acknowledges some of our members' achievements and unusual activities. For example, one member recently replaced the gearbox on his Subaru-powered Glasair, another is flying the new twin-engine Tecnam airplane at Ocean Air in Watsonville, and another is working on his instrument rating. If you have done something the least bit noteworthy, please let me know.

Palo Alto Airport Day by the Editor

I managed to drop into PAO just as the Young Eagles event was finishing, so my contribution was to drink one of the remaining sodas. I understand, however, that it was a great success and that our pilots flew 96 Young Eagles.

There was a series of interesting airplanes, a beautiful Waco biplane, a turbine Bonanza, an Eclipse, and a Kodiak. They all have interesting stories, but the one about the Kodiak caught my attention. Tom Hamilton, who was a founder of the company that originally made the Glasair and Glastar kit planes, got religion after his company, Stoddard Hamilton, went bankrupt. Maybe he had it before, but in any case the Kodiak was designed around supplying Christian missions in remote locations. The new company, Quest Aircraft, provides one out of each ten aircraft built to non-profits, relying on the profits of the first nine to pay for the tenth.



Quest Kodiak



Don Von R and Jeff West

NASA unmanned aircraft



Falco Fly-In by the Editor

For about the last 15 years a loose-knit group of Falco builders and Falcofiles have met in September in what has been dubbed the West Coast Fly-In. West Coast is a term loosely used: Durango, Colorado was one year's location and Fredericksburg, Texas was another. A couple of years before that two Canadian builders hosted the fly-in in Nelson, British Columbia, about 300 miles from the Pacific.

This year's event took place in Livermore and our host was Doug Henson, who brought his airplane to our September meeting last year. Doug arranged for a visit to Lawrence Livermore National Lab, where we spent most of our time at the National Ignition Facility (NIF). NIF is the recipient of \$3.5 billion of your tax dollars. The goal is very ambitious: direct about 180 high powered lasers at a deuterium-tritium target about the size of a pea and produce more energy in the fusion explosion than is used to light the lasers. NIF is also charged with "stockpile stewardship"—a euphemism meaning that they make sure our nuclear weapons still work. Obviously the tour guide did not go into specifics, but he did talk about this fun fact: about 30% of the fuel used in American nuclear power plants originates from Soviet nuclear weapons. That's the ultimate swords-to-plowshares program.

After our NIF tour, I had the chance to fly a Falco from the right seat. Ray Hecker, who is a CFI, let me fly from Livermore over to Byron in the Central Valley and back. The back part was very interesting: Ray helped me set up for a straight-in approach, which requires careful energy management because the gear-down speed is just under 100 kts. I did land the plane and it was pretty smooth. Probably a big part of the credit goes to the trailing-link landing gear.



Ray Hecker and his Falco

Dave Nason's Grand Champion Falco



Frazier Lake Airport Day by the Editor

Having seen Chapter 62 member Boyd Blue the week earlier at our annual barbecue, I emailed him and asked if I could pay him a visit at Frazier Lake. Boyd has built a Glastar that's powered by a Subaru auto engine, thus putting the "experiment" in "experimental".

The Subaru was a frequent choice for homebuilders because Eggenfellner Aircraft built a firewall-forward package for a number of airplanes. Still, Boyd clearly faced some challenges to get his aircraft working well, including changes to the air-intake and a recent swap of the gearbox. Boyd gave me a quick flight around the Frazier Lake pattern. The normal things one checks on a run-up aren't there. Instead, Boyd looks at the fuel pressure to make sure that the primary and backup pumps are working independently. His panel includes some gauges that are new to me: gearbox oil temperature and pressure, and coolant temperature. The engine normally runs between 3 and 4 thousand RPM, so it sounds completely different from a Lycoming or a Continental.



Frazier Lake

Thanks Boyd, that was really fun.



right side of Boyd's panel

Boyd's co-pilot checklist reads,
"Don't touch anything"
"Keep your mouth shut"
I complied

Chapter 110 meeting by the Editor

On Saturday the seventeenth of last month, John Gould invited me and Rusty and other volunteers to help move Don Wigger's and Bob Meuse's Tundra project and perform enough disassembly so that we could fit it on a trailer. The plan—which I only vaguely understand—is to donate the Tundra to a charitable organization in order to raise matching grants for an aviation program at a Carson City high school. This effort is being led by Mike Reynolds, who is still a Chapter 62 member but lives in Nevada.

Don and Bob built the Tundra a number of years ago and it has been flown a few times, but not recently. It seems that there is a big overlap between the Chapter 110 membership and ours.

I flew from Reid Hillview with Rusty and a friend, and we returned after having an excellent brunch prepared by John Gould. Of course we were required to find the place within a 150 mile radius that had the cheapest Avgas, and on that day it was Byron Airport. Rusty's thrift translates into extra flying for me.



John Gould cooking

filming in the hangar



Membership Notes by Donald Von Raesfeld, Jr.

Membership Chairman
408-507-0951

Our last General Meeting was held on September 1, 2011 at the home of Chapter member Rusty Wells in Santa Clara. Rusty is in the process of building a Seawind and we were there to get a look at his progress. The Seawind is a four- place amphibian aircraft of composite construction. Rusty described the construction, while those in attendance checked out his shop and the Seawind project. This is one large undertaking. We had a good turnout of members.

The Chapter is looking into ordering shirts. If you are interested, let Andy Werback know or let me know and I will forward the information to Andy.

Our sixth Young Eagles event was held on September 10th in conjunction with the Palo Alto Airport Day. Thank you to Gerald Barker, Pat Dirks, Russell Hackler, David Hinojosa, Bob Leuten, Paul Marshall, Scott Stauter, and Joel Williams. These eight pilots donated their time and use of their aircraft and flew a total of 96 Young Eagles that day. I would also like to thank Russ Todd, our Young Eagles Coordinator, for all his work on all our Young Eagles Events and Janet Hinojosa who has been taking care of the registrations and the Young Eagles certificates. Last but not least, a big “Thank You” to all the volunteers who help out on the ground escorting kids and parents to the aircraft, marshaling aircraft, helping with registrations, and helping with the Wing Ribs. These events would not be possible without the support of all these people. Thank you, everyone.

I would like to welcome two new members to our Chapter. The first new member is Tyler Whitney. Tyler joined our Chapter at the September 1st general meeting held at Rusty’s home. Tyler is in his first year of college and comes from Grand Rapids, Michigan. He is a private pilot with SEL rating and also writes for the *EAA Young Eagles Newsletter*. Tyler had made contact with Wolfgang while still in Michigan expressing an interest in our Chapter. He arrived in California on August 31st, and made our meeting the next evening with the help of Wolfgang. Tyler is the first Young Eagle to pass his private pilot knowledge exam after completing the Sportys Complete Pilot Training Course. Congratulations, Tyler, and welcome to Chapter 62.

The second new member to join our Chapter last month is Narine Barekian. Narine attended our Chapter BBQ on September 24th with Konstantin Blank and joined the Chapter that day. Konstantin introduced me to Narine but I did not get a chance to talk to her. I will get some information from her and have an update in our next newsletter. Welcome to Chapter 62 Narine. We look forward to seeing you at our upcoming meetings.

If anyone has any questions regarding his/her membership, please contact me.

Don Von Raesfeld, Jr.

408-507-0951



Santa Ynez / Solvang Fly-Out by the Editor

We are planning to fly to Santa Ynez on Saturday the 29th. It appears that I am the de facto organizer, so please call me or email me to let me know your interest. The precise details are a little sketchy as some of us may plan to stay overnight. 650-776-4623.

Solvang is just inland from the Santa Barbara coast and east of Lompoc and Vandenberg Air Force Base.



Solvang countryside

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Rusty in his shop

Frazier Lake



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