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UPCOMING EVENTS

**Monthly Meeting,
September 2
Victory Aviation**

Watsonville Fly-In

September 3-5—this traditional event has been moved from Memorial Day to September

Board Meeting

September 9—all welcome

Palo Alto Airport Day

September 11—Now a Young Eagles event! Starts at 9 AM and ends at 4 PM; static displays, tower tours, and more

**Fly-Out to Mather Airport,
Capital City Airshow**

September 12, see Mike Francis for details

Reno Air Races

September 15 - 19—check www.airrace.org/indexJS.php for details

Chapter Pot-Luck Dinner

September 25—Courtesy of the Von Raesfelds. Be there!

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September Event: Doug Henson's award-winning Falco

This Thursday Doug Henson will be flying his Falco from Livermore and giving a talk to our chapter. Doug will be joined by Ryan Vaughan, a Falco builder, who will show some of the wooden parts he has built by hand.



Doug Henson over Southern California



VICTORY AVIATION
2502 John Montgomery Drive

6:30 PM Food and Hangar Flying
7:00 PM General Meeting

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.

Newsletter Deadline

Articles need to be submitted by the 20th of the month to be included in the next newsletter

mlwainwright@mac.com

President's Column by Wolfgang Polak

Success! We will have Young Eagles at the Palo Alto Airport Day on September 11. It took a good bit of effort and a number of (pro-bono) lawyer hours to work up a contract between the Palo Alto Airport Association and EAA Chapter 62. The contract defines the two organizations as equal co-sponsors of the event, specifies mutual responsibilities and obligations, and includes indemnification and hold-harmless clauses. The bottom line is that risk management at EAA National was satisfied with this arrangement and insured the event. So come out to Palo Alto on 9/11 to fly Young Eagles, show your aircraft, or just check out the event.

Hopefully, we'll be able to build on this effort and obtain insurance for future joint Young Eagles events using similar contractual arrangements. The next test case will be the annual Wings of History open house next May.

We had a good fly-out Boonville in spite of the weather. The persistent overcast required IFR to get out of the Bay Area and caused two pilots to cancel their plans. Still, five people in two aircraft made it to Boonville and enjoyed a good lunch and a surprising variety of aircraft displays and fly-bys.

As in past years, Don Von Raesfeld has graciously offered to host our chapter picnic at his home. Mark you calendars for September 25th. We'll start at 3 PM. The Chapter will provide burgers and drinks, please bring a side dish or dessert to share.

Happy Flying



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Pacific Coast Air Museum, Wings Over Wine Country Air Show by Don Von Raesfeld

On Saturday August 21, 2010 my oldest son, Mark, Jim Rainey, and I attended the Wings Over Wine Country Air Show at the Charles M. Schultz - Sonoma County Airport. We left my house at 5:45 AM and arrived at the field at 7:45 AM. We purchased our tickets along with tickets to a Pancake Breakfast. We went in, had breakfast, and then began to look at some of the many aircraft on display.

The Pacific Coast Air Museum puts on this annual air show to help raise money for the museum. They bring out many of their aircraft and display them on the ramp. Many of these aircraft are opened up and visitors can get a look inside the cockpit and even can climb aboard and sit inside if they wish. In addition to the museum's aircraft, there were many General Aviation aircraft on display, including homebuilts. There were also many vendors selling all types of merchandise and food.

At 9:00 AM the gates officially opened and pre-show activities got underway. The Wine Country Flyers put on a RC model aircraft show featuring all types of RC models from Snoopy on his Dog House flying against the Red Baron to WWII fighters to jets. For the second year, from 9:00 AM to 10:00 AM, the Warbird Ramp was opened for visitors to check out the aircraft. There were two P-40 Warhawks, eight P-51 Mustangs, three T-28 Trojans, one Yak 11, and two T-6 Texans.



The show started at 11:00 AM with the presentation of the colors and the singing of our National Anthem. Civilian acts included Spencer Suderman and Bill Cornick both flying Pitts Specials in solo acts, followed by their going head-to-head in the Aerobatic Racing Challenge. Vicki Benzing was performing in her Extra 300S as

was Doug Jardine in his radial engine Sukhoi SU-26. Kent Pietsch performed his comedy routine in his 1942 Interstate Cadet sponsored by Jelly Belly and then later his "Deadstick" aerobatic act from 6,000 feet. Greg Colyer performed aerobatics in his T-33 Shooting Star "Ace Maker". Brian Sanders flew an aerobatic routine in "Dreadnaught", a Hawker Sea Fury and Reno Racer. There was a 4-ship formation flight on CJ-6s, the Sonoma County Sheriffs Helicopter Demo with SWAT TEAM, and a mass WWII Warbird Flyby featuring the Curtiss P-40 Warhawk.

Military participation from the USAF included a U-2 "Dragon Lady" flyby, an F-15E "Strike Eagle" Demo, and a C-17 Globemaster III demo. The US Navy also participated with a Flight Demonstration of the FA-18F Super Hornet from VFA-122 from NAS Lemoore.

The Pacific Coast Air Museum put on another excellent air show this year although there were a few disappointments. The Museum had planned on having five P-40 Warhawks on hand but only two were on hand for the flying. It would have been great to see five of them in the air together. The U-2 came

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Wings Over Wine Country, cont'

over at its scheduled time but due to the morning overcast we were not able to see it. We did hear the aircraft power up as it started its climb to 15,000 feet. The Aerobatic Racing Challenge, which was scheduled between Spencer Suderman's and Bill Cornick's performances, was cancelled on Saturday due to a problem with Bill's aircraft.

With the exception of these three disappointments it was still a great air show. After the morning overcast burned off at about noon, we had sunny skies and mild temperatures. I highly recommend this air show. We had a great time.



Excellent Photos courtesy of Mark Von Raesfeld



Bob Meuse's B-24 question

Some time ago someone, whose name I've forgotten, (hopefully in Chapter 62) asked me if I knew about a B24 that crashed during WW-II in Uxbridge, Massachusetts. I did all the research I could and could find nothing about the crash until recently.

I've just discovered some information about the crash, BUT I've forgotten WHO it was that asked me about it. I was hoping that I might be able to ask this question to all of our Chapter 62 members in the Newsletter. Perhaps a little space in the newsletter might be set aside to print a question to all of the members.

My specific question is, "Was it someone in Chapter 62 who was interested in information concerning an 'energetic dis-assembly' (the Air Force doesn't like to use the word 'crash') of a B-24 Liberator in Uxbridge, Massachusetts during WW-II?" I may have some information for you.

BOB MEUSE

Corvair College #18

at First Light Aviation, Livermore

October 1-3—how to convert a Corvair engine for aircraft use.

October General Meeting

October 7—Zeke Smith will speak on advanced composite techniques

Fly-Out to Angwin, visit Arkenstone Vineyards

Date uncertain, check website for details

For Fly-Outs, please RSVP to Mike Francis a few days before the event. Mike's email is: m_d_francis@yahoo.com, or phone him: 510-624-1217



B-24 at Moffett

Boonville Fly-Out by Mark Wainwright

The morning of August 14 was extremely overcast - so overcast that I imagined that we would not be able to make the trip to Boonville. Fortunately, Wolfgang had filed and IFR flight plan to Concord, where we met Wolfgang's friend Bert Gilling. Mike Francis connected with us in Concord in his experimental MGB convertible; Mike joined Bert, and Jim Rainey and I fly with Wolfgang for the remainder of the trip.

Boonville is a fun place, and it is a particularly nice place to fly into. If you've ever driven to Boonville from Highway 101 at Cloverdale you know about the miles



Photo by Bert Gilling

of twisting and sometimes stomach-churning roads. Flying offers a fast, straight shot over the beautiful Mendocino County forests with a clear view of the Anderson Valley from Boonville to the coast at Albion.



Zenith CH 701

August 14 was Boonville Airport Day, and there was an impressive array of homebuilt and antique aircraft on display. Among these were old Bellancas, an extremely shiny Globe Swift, and a Zenith 701 STOL aircraft. A Coast Guard C-130 performed a low pass over Boonville's Airport. Some of us checked out the Anderson Valley Brewing Company, and others just hung out and looked at airplanes.

By the time we were ready for the return trip the fog had cleared from the Bay Area and we were treated to spectacular clear skies from Mendocino to Santa Clara Counties.

The future of 100LL, an update by Mark Wainwright

August 31, 2010

This morning I read my email from the EAA and came across an article about the testing of a synthetic avgas replacement fuel developed by Swift Enterprises in Indiana. Swift has developed a fuel that is meant to be a straight replacement for 100LL - one that requires no changes to engine systems or components and provides all the performance of 100 octane avgas, unlike the proposed 94UL standard.

The article reads in part, "The FAA has released findings of a 150-hour engine endurance test of unleaded aviation fuel produced by Swift Enterprises that was conducted earlier this year. The report states that the test engine, a Lycoming IO540-K, showed normal engine wear, light engine combustion deposits, light fuel system deposits, and very light oil system deposits. The FAA conducted the testing at its Hughes Technical Center Aviation Fuel and Engine Test Facility (AFETF), in Atlantic City, New Jersey. Testing conditions were described as "severe," largely spent at "maximum-rated power under maximum

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Jim Rainey

100LL replacement, cont'

engine and oil temperatures.”

“There was no indication of excessive wear on any of the high-contact, high-stress parts of the engine, and the engine oil analyses showed minimal fuel dilution,” the report reads. “There was no evidence of excess fuel nozzle deposits or fuel maldistribution. Cylinder combustion deposits, including spark plugs, valves, and piston face deposits, were light. Varnish and sludge buildup were light.”

“The fuel used was a Swift binary blend, manufactured in a refinery and not in bio-process, to determine whether there were any initial major engine performance-related findings that would prevent further research into the use of a Swift binary blend of these components. Having found none, the FAA recommended further testing by Swift Enterprises on their blend made from their biomass process and conforming to an approved commercial ASTM fuel specification.”

This information gives pilots some optimism that the proposed phase-out of leaded fuels will have minimal effect upon aircraft performance.



Bob Meuse at the Spruce Goose controls

Visit to the Spruce Goose in Oregon

by Bob Meuse

I don't know how many of us have visited the marvelous Evergreen Air and Space Museum in McMinnville, Oregon but it's something that every aviation enthusiast mustn't miss.

The piece de résistance of the museum is of course, the gigantic Hughes Flying Boat, officially now named by Evergreen, “The Spruce Goose”.

I retired from Hughes Aircraft Company after 38 years and had to pay to see the Spruce Goose when it was on exhibit in Long Beach years ago in, I think about 1982. Hughes didn't like the name Spruce Goose, especially since the plane is built largely of birch.

I started working at Hughes in 1954 in Culver City, California. The flying boat was constructed in a special new hangar that we called the cargo building. The plane made its first and only historic flight in Long Beach earlier in 1947 and the only evidence of the flying boat project were some of the old molds lying around that were used to form pieces of the plane. The building was later the manufacturing area for the small civilian and military Hughes helicopters that were built from the 1950s into the 1980s.

There was one special helicopter, however, that was in a corner by itself: the enormous Hughes XH-17 (Sky Crane), the biggest helicopter in the world and possibly STILL the largest in history. The gross weight was close to 50,000 lbs. and the single rotor was 129 feet long! It wasn't built to be a pretty or aerodynamic machine and it was made from lots of available parts.

I believe the dual rear wheels were from a B29 and the front wheels were from a B25. It was powered by two GE turbojets using a system called “The Hughes Thermal Cycle”. The jet engines did not use their thrust to push the machine, it used the heated compressed air from the turbines to spin the rotor. The rotor was of course, hollow and close to a foot thick and as I remember about 6 or 8 feet wide. The hot air from the compressor sections of the engines was piped through the hollow shaft of the rotor to jet burners on the tips, where fuel was injected and burned. The rotor spun at about 80 RPM and I was told that you could hear it a mile away! This huge machine could straddle a big semi-truck radar van weighing 12 tons and fly away with it.....in 1953! Many days at noon I would take my brown bag lunch, climb up into the pilot's seat and pretend.....like a kid behind the steering wheel of his dad's car. Hughes had proposed an even bigger helicopter the XH-28 which would weigh about 100,000 lbs., but it never materialized.

Hughes subsequently transferred me to New York and Florida in 1955 and I didn't return to California until 1960. At that time, the flying boat was hidden from the public in the floating hangar in

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Bob Meuse to the Spruce Goose, con't

Long Beach. I thought that, being a Hughes employee I might wangle a glimpse of the plane so I drove down to the hangar. The place was completely surrounded by security fences but a security guard noticed me and started walking toward me. When he was about 100 feet away he shouted to me for me to stop, and asked what I wanted. I shouted back that I was a Hughes employee and..... might I see the aircraft and ask some questions? He immediately shouted back at me, "You get your BLEEP out of here or I'll call the police!" I finally had to pay to see the plane when it was put on display in Long Beach.

I was always worried that the plane would end up in the scrap pile or be sold so was relieved somewhat when I read that it was being dismantled and would be shipped to McMinnville, Oregon. Sometime later I drove up to McMinnville and saw the pieces of the plane outdoors, but at least under shelter from the worst of the rain and Oregon weather. Subsequently, of course, a beautiful building was built; and the plane lovingly reassembled where it remains for all to see.



Spruce Goose on the move to Long Beach

SEAT whereour Father, who art in Heaven, Howard be thy name" sat and flew this thing into the air. There was a tan fedora like the one that Hughes wore resting there. I was instructed to put the fedora on, and my new friend took a couple of photos of me flashing my pearls!

Needless to say, it was nice being a celebrity for a few brief minutes. After all we live in the United States Of Celebrity, don't we?

Spruce Goose in McMinnville



Last Monday I visited the museum again to see the aircraft. They had restricted access to the flight deck and now charged \$50 to climb the circular stairway to the area. I didn't think that I could afford spending the 50 smackers to see the flight deck so I spent a couple of hours video-taping the rest of the beautiful museum. I was passing the time of day with one of the docents who mentioned that he was also a retiree from Hughes Aircraft Company and immediate communion was established. I told him that I had tried to see the aircraft in Long Beach in 1960 and was chased away.

"Follow me, Bob" he said. We climbed the stairs and he opened the plexiglass door to the spiral stairway; up to the celestial flight deck THENedged me forward into the cockpit..... then..... INTO THE PILOT

Membership Notes

by Donald Von Raesfeld, Jr.

Membership Chairman, 408-507-0951

If you did not make it to our General Meeting on August 12 you missed out on an excellent presentation by Noemi Zuniga and Nicholas Bettencourt. Noemi and Nicholas are the two AirVenture Academy candidates who our Chapter sent to Oshkosh for a week. They gave a great Power Point Presentation on the week they spent at the Academy. They put a lot of effort into their presentation and they did a great job. Thank you Noemi and Nicholas.

After Noemi and Nicholas finished their presentation, President



Noemi Zuniga and Nicholas Bettencourt

Wolfgang Polak asked if any of the members present who attended AirVenture would like to say anything. No one came forward. Perhaps they were too intimidated by the previous presentation.

Bob Meuse rejoined our Chapter last month. He was listed as a past member but is now back in the Chapter. Check out his article in this month's newsletter about the Evergreen Museum in Oregon. Welcome back, Bob.

Mark Wainwright, our Newsletter Editor, is always looking for stories or articles for the newsletter. If you have been to an airshow, museum, fly-out, been building, or done anything that you think might be of interest to other members, write it up and send it to Mark. The deadline for

submissions is the 20th of each month. Hope to hear from some of you.

Our annual Chapter BBQ/POTLUCK is coming up later this month. Mark your calendars for September 25, 2010. Start time 3:00 PM. Details elsewhere in this newsletter.

Hope to see you all at the next meeting,

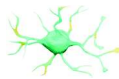
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