



The Intrepid Airmen



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UPCOMING EVENTS

Monthly Meeting, May 5

Young Eagles in Palo Alto
April 9 Free airplanes rides for kids between the ages of 8 and 17

EAA Chapter 62 Board Meeting

May 12 at 7:30 in the Terminal Building, all welcome.

Wings of History

Young Eagles Event

April 16 at South County Airport. This is a Chapter 62 Young Eagles event; please help if you can.

2nd Annual Hollister Airshow

May 28-29, details at <http://www.hollisterairshow.com/>

May Event: WINGS Seminar: Meet your Reid-Hillview Tower Controller, Michael Fries

Michael will be giving us a talk on how things are on the other side of the tower's windows. This is a WINGS Seminar, but we will be serving our usual excellent hot dogs prepared by Rusty Wells and Randy Wilde.



Northrop Flying Wing tip
Half Moon Bay, May Day 2011



Lotus boy-toy at KHAF

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 General Meeting
7:00 PM WINGS Seminar

President's Column, by Wolfgang Polak

This year's Young Eagles activity has started with a successful event at Palo Alto. Seven pilots gave rides to 24 kids and one controller. Twenty-four does not sound like a big number but it is pretty good for Palo Alto, which generally has a very low turnout. Thanks go to Russ Todd and all the volunteers who made it happen. The next event will be at South County on May 14th. This is part of the Wings of History Open House and there should be lots of kids—please come out and help or just hang out at the event.



Young Eagles flights are an important part of our Chapter's educational program and a recent study by EAA has shown that it does indeed increase the pilot population. Also on the education front, we selected two exceptional candidates to send to the Air Academy in Oshkosh. Ron Carmichael organized another visit for local high school kids to the Reid-Hillview airport. The kids flew a simulator, visited the tower, stared at a G1000 screen and talked to mechanics and flight school representatives. If only one of these kids learns to fly, it was worth our effort.

Our last meeting was an FAA WINGS seminar with Colin Aro talking about formation flight. One of the reasons for flying in formation, Colin said, is mutual support. If you think it's for the military only, think again. I went back to the formation clinic in Stockton the day after the talk and about 50 minutes into my first flight, my number 2 had an engine failure in his Pazmany over downtown Stockton. He picked a great landing spot near the harbor and did a perfect job putting down. I witnessed the whole event, confirmed over the radio that the pilot was uninsured and gave Stockton tower a good radar fix on the location. It took about 10 minutes for the sheriff to get there, immediately followed by TV Channels 3 and 10. Sad to see a nice home-built damaged pretty badly.

It's not clear if the WINGS events help us much with our declining membership but we'll try it again in May with a controller from the local tower. Membership status is not good. As of this writing, only 41 members have renewed. The board has been discussing some ideas but we need your input as well. It's your chapter, help make it work for you.

See you at the meeting,
Wolfgang Polak

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New Members' Profiles, by Mark Wainwright

John Baker is a businessman currently living in California Hot Springs in the southern Sierra Nevada, and he owns a house in San Jose near Leigh High School.

John started flying in the late 1980s at Reid Hillview in a Piper Warrior. The Flying Country Club provided instruction and the airplane, and John soloed but never



John at Harris Ranch

finished his private license—life got in the way, as it does for many of us.

John joined us at the Harris Fly-Out, and he has decided to become a member of Chapter 62 and to join the EAA. John was very interested in the Tecnam aircraft that flew in from Watsonville, and is considering taking up flying again in a modern aircraft. Among other unusual attributes, John is the owner of four motorcycles: three BMWs and a Harley V-Rod.

Maggie Gales comes to us from Montreal, Québec, and recently soloed in one of Aerodynamic Aviation's Citabrias at Reid Hillview. She has been instructed primarily by Mark Guerrero at Aerodynamic, and first became interested in flying when she moved to San Jose in 2010. Maggie is a graduate of McGill University and New York University, and she works as a consultant in San Jose.



First Solo

3/4 scale Mosquito, from the EAA

In Ocala, Florida, 88 year-old Russell F. Loomis Jr. waited almost his whole life to begin his 3/4-scale Mosquito project. Loomis, who received an aeronautical engineering degree from Embry-Riddle University, spent most of his life working in electronics, mostly two-way radios.

During WWII he flew the P-38 stateside and in Europe the Douglas A-20 Havoc and eventually the A-26 on photo reconnaissance missions.

Loomis began thinking about a project like this in the late 1990s when he toyed with making a 1/5-scale P-40 model, but after running the engineering numbers he realized he wouldn't have been able to fit in and fly it, so he moved on to a scaled A-20. However, the A-20's aft-folding nose gear would have caused space problems for any pilot trying to fit into a scaled version.

Enter the Mosquito, which is similar in size but has a big enough wing root that you can hide the wider cockpit Russell had to make in order to fit inside. He says the biggest challenge has been scaling down the dimensions without the benefit of the actual aircraft plans. One of his only official resources is a technician's maintenance manual from 1941-1945 that he was able to procure. But the manual is short on information about

(cont' on page 4)

Mosquito, cont'

dimensions of the various parts, leaving him to reverse-engineer the components on his own.

Creating a jig for this one-off design has been a monumental undertaking in both cost and effort. To save time and money Russell is not going to use solid form blocks to shape his fuselage like it was done in the original manufacturing process, but rather build the rib structure and attach the laminate to it.



Mosquito



More Death Valley Fly-Out photos!



Impromptu Boonville Fly-Out, by Mark Wainwright

Mike Francis and Mark Wainwright Shanghaied Rusty Wells on April 10 for a quick trip to Boonville. Rusty kindly understood the passengers' requirement to visit the Anderson Valley Brewing Company and sample a "test flight" of their offerings. While we were visiting Boonville, so was the Willits Chapter—some of their members brought over an interesting collection of airplanes, including a new RV-12.



Wild paint job

Flightline



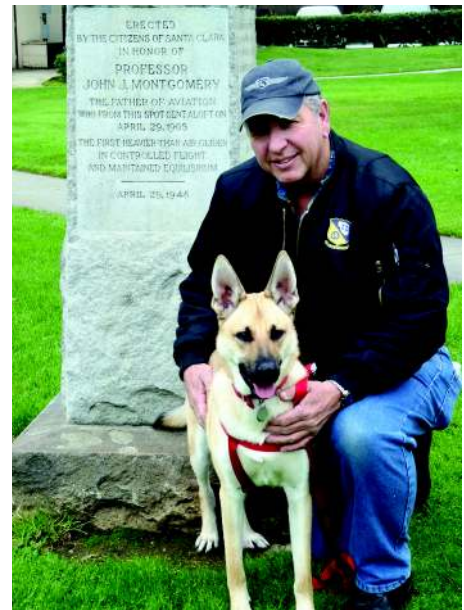
Kevin Quirk and his RV-12

Membership Notes by Donald Von Raesfeld, Jr.

Membership Chairman
408-507-0951

Last month's General Meeting was a "WINGS SEMINAR" and was well attended with a total of 42 people. Of those attending, 31 registered for the program. The subject, presented by Colin Aro, was *Formation Flying, How to Get Started*. The presentation included both slides and video and emphasized safety and discipline. It was very interesting and something I would like to get into when I can start flying again. Thanks to John Castner, our Chapter VP for arranging this seminar and thanks to Colin Aro for his time and presentation.

On April 9th our Chapter held its first Young Eagles Rally of 2011 at the Palo Alto Airport. Seven pilots volunteered their time and aircraft and flew 24 Young Eagles in 15 flights. The pilots were Ken Wilson, Paul Buenostro, Joel Williams, Patrick Dirks, Paul Eastham, Chris Hand, and David Goodin. Fifty-eight kids had pre-registered but only 21 showed up. There were also three walk-ins, one of which was my oldest granddaughter, Leyla Hidalgo. She had her first light-plane flight in an RV-6A built and flown by Chris Hand. She had a great time and wants to do it again. In addition to the pilots who volunteered their time and aircraft, there were several ground crew volunteers. Among these were Russ Todd, our Young Eagles Coordinator, his son Russ who marshaled



the aircraft, Don Ganschow who handled registration, Ron Carmichael who printed certificates for the Young Eagles, John Castner who brought the tables and supplies and helped out all around, along with Andy Werback and myself who escorted parents and kids to and from the aircraft. Andy also took all the supplies back to RHV. Dean McCully also brought in 13 volunteers from Cisco who helped out all around. Wing Ribs were handled by students from LULAC, the League of United Latin American Citizens. I would like to thank all those who volunteered their time to make this event happen. Apologies to anyone I left out.

I would also like to welcome Don Ganschow to our Chapter. I met Don for the first time at the Young Eagles Rally where he was handling registrations. Don became a member of the Chapter earlier this year when he signed up on line. Don is restoring a Stinson 108 at his home. Welcome to the Chapter, Don. I hope to see you at more Young Eagle Rallies, the General Meetings, and at our Fly Outs.

At our last Board Meeting we discussed the possibility of having profiles of one or two members per month in the Newsletter. When I first joined the Chapter about 4 years ago this was done once in

awhile. I think this would be great as a regular feature in our Newsletter and as a way for members to let others know about them and what they are doing. Your profile could be as long or as brief as you would like but it should include the following:

Current occupation or RETIRED if you're lucky.

Family.

How you got interested in aviation.

If you are currently flying and—if so—what and where, and if you own or rent.

If you have an ongoing project that you are building or restoring or if you are planning on building.

Anything else you might want to share with the members.

I would like to hear from all of you. Let me know what you think. E-mail me at draesfeld@sbcglobal.net or call me at 408-507-0951. Leave a message—if I am unable to answer and I will return your call ASAP.

Don Von Raesfeld, Jr.

Membership Chairman



Young Eagle people





With Certificate!

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