

THE GRAPEVINE

EAA CHAPTER 663 Livermore, California

Vol. XXIII, No. 2, February, 2003

There is a very fine line between "hobby" and "mental illness."

OFFICERS

PRESIDENT	RALPH CLOUD	449-1048
VICE PRES	BILL JEPSON	408-929-1123
TREASURER	SHARON CONSTANT	510-530-0752
SECRETARY	BRUCE CRUIKSHANK	510-886-6897
PROGRAM COORD	BILL JEPSON	408-929-1123
TECH COUNSELOR	GORDON JONES	447-1549
NEWS LETTER	JOHN MEYER	455-1631
FLIGHT ADVISOR	BARRY WEBER	454-0627
YOUNG EAGLES	BOB COWAN	373-0555
LIBRARIAN	ALAN THAYER	582-7274

BOARD OF DIRECTORS

BOB FARNAM	462-6355
LARRY FISH	736-7378
EARL HODGES	443-9682
DICK JENNINGS	862-2345
GEORGE STEVENS	945-6504

MEETING AND PROGRAM

Our February meeting will take place at 7:30 P.M. on the 6th of February in the Terminal Building at the Livermore Airport. Our program for the evening will be a presentation by Todd Sprague of PCAvionics on their MountainScope Software. He will be demonstrating his moving map software using GPS navigation. Check out our web site <http://www.eaa663.org> and respond to Roger if you are interested on installing the demo software. I will advise Todd so we can efficiently install it at the meeting.

MINUTES: GENERAL MEETING EAA CHAPTER 663, 1/2/3 7:30 PM, LVK TERMINAL BUILDING.

Ralph called the meeting to order.

One guest introduced himself, Coy Wells (sp?), a person who likes fiberglass.

The November minutes were approved as printed in "The Grapevine" with the addition of a "2" in front of RV-4's near the end.

Sharon's treasurer's report was approved, and she was accepting '03 dues and money for the dinner.

Business: The January 18th New Year Dinner was the first item. Bobs Farnam, Buckthal, Sinclair, and Larry Fish volunteered to help with the set up for event. Along with good company and food a copy of KitLog Pro is to be raffled at the dinner.

The matter of providing internet access in the terminal for public use to be sponsored by the chapter was postponed due to the absence of Roger Hansen.

Ralph brought up the painting of the airport's compass rose, which is becoming invisible. Sounds like a good project for Bob Sinclair.

Ralph made an appeal for members to renew at \$30/year.

The next board of directors meeting is 1/16/03 at

Ralph's; all are welcome.

Break and Program

The program was a showing of over 200 pictures taken by Barry Weber at Oshkosh last summer. Those present were treated to the findings of a practiced Oshkosh observer (25 years).

Thanks Barry.

Meeting adjourned for pie.

MINUTES: BOARD OF DIRECTORS MEETING, EAA CHAPTER 663, 1/16/03,

7:41 PM, RALPH'S PLACE.

First item: Sharon constant gave a very detailed treasurer's report. Lots of discussion about billing for the internet services. Bottom line: \$4,839.17 a total a bit inflated by moneys collected for the annual dinner.

Final preparations for the dinner were discussed. Bobs Sinclair, Buckthal, Farnam, John Meyer, Eric Helms, and Larry Fish are the set crew to be supervised by Sharon Constant. Sharon has ordered 4 propane radiant heaters.

Internet access was next. Due to circumstances not anticipated a year ago, Roger Hansen requested that the airport's wireless internet access system be separated from the chapter. There are many advantages to doing this: Roger could buy necessary equipment without going through the chapter. Poor Sharon will be relieved of a major book keeping hassle, cutting her work load by half (She is a *volunteer*.). The board agreed on a measure to be voted on at the next meeting. The internet service at the airport is to be turned over to Roger Hansen. He will take over all the money matters relating to this activity. He will charge the chapter a nominal fee for hosting the web site to be about \$25 per month. The \$775.57 the chapter has spent on equipment will be depreciated to \$500 (1 year of use) and repaid at \$50 a month for the first 10 months of hosting the web site.

Internet access has been installed at the terminal. The chapter has the opportunity to host this site if we reimburse Roger Hansen for the equipment. \$250 had been mentioned previously, Roger has spent \$170 +/-; The airport has supplied a local wireless connection. Here is our chance to do something for the airport in exchange for the use of the meeting room. On the sign making touting of this at the terminal we could also make a note of our meeting night.

Roger has arranged to have people from PCAvionics, makers of Mountain Scope software which runs on a Pocket Computer for the February 6th program. Free downloads of this program will be available at the program for those with Pocket Computers.

Meeting adjourned for pie.

Respectfully submitted, Bruce Cruikshank, Secretary

OVERHEARD ON THE NET

(The following was written by an Vari Eze owner in answer to a question about the services available at Lycon.)

I had my 0-235 overhauled at Lycon in Visalia, Calif. They do a lot of racing engines, modifying, etc. I had them port, balance, polish, high compression pistons. etc. It was run on dyno for 2 hours, puts out 154 hp. I told them it's for a wood prop on Vari Eze. Then I asked about rpm limitation. They said prop design sets the limits. Metal props, hubs,, are designed for certain rpm limits. My Catto prop rpm limit is 3300. I run 3000 all the time. They said Formula One 0-200 engines run 3800-4400 rpm, and completely stock engine. Lycon builds Sean Tucker's engine, normally 250 hp, Lycon pumped it to 400 hp. Sean runs full power, no problems. I would call Lycon for your engine and rpm limits if I were you. My original 0-235 was low compression, 2800 takeoff, 2600 continuous. Lycon put bigger bolts on the case-halves, and brand new cylinders, redid the carb, (throttle shaft bushings were shot, which is a vacuum leak,) and put a 4 point egt and cht and oil temp, to know what's really going on.

FROM THE ARCHIVES

1917 SAFETY TIPS

The following safety tips from the Daedalian Foundation are excerpts from a Royal Flying Corps monthly safety report of December 1927. The report was signed: C. St. John-Culbertson, Royal Flying Corps Colonel, and was dated Dec. 21, 1917.

Introduction

Another good month. In all, a total of 35 accidents were reported, only six of which were avoidable. These represented a marked improvement over the month of November, during which 84 accidents occurred, of which 23 were avoidable.

This improvement, no doubt, is the result of experienced pilots with over 100 hours in the air forming the backbone of all the units.

Résumé of accidents

Avoidable accidents

1. There were six avoidable accidents this last month.

a. The pilot of a Shorthorn, with over 7 hours of experience, seriously damaged the undercarriage on landing. He had failed to land at as fast a speed as possible as recommended in the Aviation Pocket Handbook.

b. A B.E.2 stalled and crashed during an artillery exercise. The pilot had been struck on the head by the semaphore of his observer, who was signaling to the gunners.

c. Another pilot in a B.E. 2 failed to get airborne. By an error of judgment, he was attempting to fly at midday instead of at the recommended best lift periods, which are just after dawn and just before sunset.

d. A Longhorn pilot lost control and crashed in a bog near Chipping-Sedbury. An error of skill on the part of the pilot in not being able to control a machine with a wide speed band of 10 mph between top speed and stalling speed.

e. While low flying in a Shorthorn, the pilot crashed into the top deck of a horse-drawn bus near Stonehenge.

f. A.E. 2 pilot was seen to be attempting a banked turn at a constant height before he crashed. A grave error by an experienced pilot.

Unavoidable accidents

2. There were 29 unavoidable accidents from which the following are selected:

a. The top wing of a Camel fell off due to fatigue failure of the flying wires. A successful emergency landing was carried out.

b. Sixteen 3.E. 2s and 9 Shorthorns had complete engine failures. A marked improvement over November's fatigue.

c. Pigeons destroyed a Camel and 2 Longhorns after midair strikes.

Cost of accidents

Accidents during the last 3 months of 1917 cost 317 pounds 10 shillings sixpence-money down the drain and sufficient to buy new gaiters and spurs for each and every pilot observer in the Service.

Accident briefs

No. 1 Brief

No. 912 Squadron

3 December 1917 Aircraft type: B.E 2C, No. XY678,

Total solo-420

Pilot: Lt. J. Smyth-Worthington, Solo in type-1.1Q
The pilot of this flying machine attempted to maintain his altitude in a turn at 2,500 feet. This resulted in the aeroplane entering an unprecedented maneuver, entailing a considerable loss of height. Even with full power applied and the control column fully back, the pilot was unable to regain control.

However, upon climbing from the cockpit onto the lower mainplane, the pilot managed to correct the machine's altitude and, by skillful manipulation of the flying wires, successfully side-slipped into a nearby meadow.

Remarks: Although, through inexperience, this pilot allowed his aeroplane to enter an unusual attitude, his resourcefulness in eventually landing without damage earned him a unit citation. R.F.C Lundsford-Magnus is investigating the strange behaviour of this aircraft.

No. 2 Brief

No. 847 Squadron

19 December 1917

Aircraft type-Spotter Balloon J17983

Total solo: 107.00

Pilot: Capt. *****

Solo in type: 32.10 :

Capt. of the Hussars, a balloon observer, unfortunately allowed the spike of his full-dress helmet to impinge against the envelope of his balloon. There was a violent explosion, and the balloon carried out a series of fantastic and uncontrollable maneuvers while rapidly emptying itself of gas. The pilot was thrown clear and escaped injury as he was lucky enough to land on his head.

Remarks: This pilot was flying in full-dress uniform because he was the Officer of the Day. In consequence, it has been recommended that pilots will not fly during periods of duty as Officer of the Day. Capt. has requested an exchange posting to the Patroville Alps, a well-known mule unit of the Basques.

No. 3 Brief

Summary of No. 43 Brief dated October 1917

Major W. de Kitkag-Watney's Nieuport Scout was extensively damaged when it failed to become airborne.

The original Court of Inquiry found that the primary cause of the accident was carelessness and poor airmanship on the part of a very experienced pilot.

The Commandant General, however, not being wholly convinced that Major de Kitkag-Watney could be guilty of so culpable a mistake, ordered that the Court should be reconvened.

After extensive inquiries and lengthy discussions with the Meteorological Officer and Astronomer Royal, the Court came to the conclusion that the pilot unfortunately was authorized to fly his aircraft on a day when there was absolutely no lift in the air and could not be held responsible for the accident.

The Court wishes to take this opportunity to extend its congratulations to Major de Kitkag-Watney, on his reprieve and also on his engagement to the Commandant General's daughter, which was announced shortly before the accident.

Flying safety tips

Horizontal turns

To take a turn the pilot should always remember to sit upright, otherwise he will increase the banking of the aeroplane. He should NEVER lean over.

Crash precautions

Every pilot should understand the serious consequences of trying to turn with the engine off. It is much safer to crash into a house when going forward than to sideslip or stall a machine with engine troubles.

Safety belts

Passengers should always use safety belts, as the pilot may start stunting without warning. Never release the belt while in the air, or, when nosed down to land.

Engine noises

Upon the detection of a knock, grind, rattle, or squeak, the engine should be at once stopped. Knocking or grinding accompanied by a squeak indicates binding and a lack of lubricant.)

**ME262'S FIRST FLIGHT WAS
20 DEC 2002 AT 2:00 PM PST**

We all thought this would happen last year about this time, but after many years of wondering, you do not have to wonder any more!

This last Friday, Wolfgang Czaia, a dear friend and retired American Check Airman for 757/767, took to the air in a new built Me262. This was the very first time since 1946 that an Me262, the worlds first operational jet fighter, has taken flight!!!!

Lift off was at 2:00 PM Pacific Standard Time, take off was to the north on the main Paine Field runway. After a 35 minute uneventful flight, Wolf landed to the south on the main Paine runway. Bob Hammer, the man in charge of production, said he was scared almost "sh*tless" just prior to takeoff, but ready to squeal like a kid with a new toy, he could almost not contain himself when Wolf taxied up to the hangar after a very successful first flight!

A job well done by all! Congratulations all those involved in the "Me262 Project"!

FLIGHT SAFETY (Ground regime)

Flight safety involves a lot more than just flying one's aircraft in a safe manner; it encompasses flight planning, aircraft preflight, start up, taxiing, takeoff, flight operations, approach, landing and, again, taxiing. Moving the airplane from and back to the tie down really doesn't require the level of training of most other aspects of the flight, but it does require some degree of attention to the immediate task at hand. As a rule a pilot should never try to put his flying machine in a space he hasn't seen or can't see unless he has been directed to go there.

The following picture of an Air Force C-5's nose gear shows what can happen should a pilot choose to violate the above rule. Bruce Cruikshank sent me the following description of what happened:

**CONTINENTAL EXPRESS RAMP
AGENT SAVES THE DAY!**

Recently a military C-5 was stopped by the efforts of two airline employees. An Atlantic Southeast employee and Patricia Gibson, Continental Express ASA frantically chased after the C-5 after noticing that it had ran over a 100 lb fire extinguisher. The extinguisher was lodged in between two nose wheels and sparking profusely as it the C-5 rolled forward. The crew at first didn't want to stop thinking this was just two crazed women chasing a "C-5."

After stopping the a/c the crew came down and inspected the damage they had done. They had no wing walkers and/or ramp personnel to guide them out. They assumed the ramp was free and clear. **WRONG ASSUMPTION!**

After speaking to the captain, it was determined that the a/c was at gross weight of 1,000,000 lbs and carried 23,000 gallons fuel. They were headed to Kuwait with 2 tanks and military trucks needed in the Middle East. Can you imagine the possible results had they not been stopped?

The Air Force seems to think that "this goes to show that Air Force pilots and ground crews should make sure their ramps are free and clear and wing walkers are place prior to taxiing out." DUH!

Notice that there is a large light mounted on the nose gear strut so that little objects like this fire bottle can be seen (and avoided) even at night!

