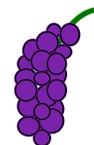


# THE GRAPEVINE



EAA CHAPTER 663 Livermore, California

Vol. XXIII, No. 7, July, 2003

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

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## BOARD OF DIRECTORS

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## MEETING AND PROGRAM

Our July meeting will take place in and around Hangars #113 and #114 (the Bobs' hangars at the Northeast corner of the airport) on the 4th of July. The gathering starts about 2 PM, but the fire won't be ready 'till much later. The program will be totally party, in the EAA 663 tradition; you come, bring a dish or pie or whatever to share and a main course to cook over the glowing charcoal. Drinks will be cold and supplied by the chapter.

### MINUTES: GENERAL MEETING EAA CHAPTER 663, JUNE 5, 2003, 7:00 PM, TERMINAL BUILDING LVK.

The meeting started with the casual inspection of a Rans 6ES light airplane provided by Tim Styles, the local Rans Aircraft, Inc. dealer from Lodi.

About 7:45 chapter president Ralph Cloud called the meeting to order.

Two guests introduced themselves. Bob Adiss (sp?) is a 6' 9" glider pilot showing interest in a RV. Bill Spencer, who has built two Avid Fliers and an original design sailplane, is considering building another original design.

Ralph congratulated Cash Copeland (not present) on the first flight of his RV-6A out of HWD. Barry Weber also flew his Beechcraft Bonanza for the first time since it's ground up restoration.

The minutes were approved as printed in "The Grapevine" with the error in the date of the barbecue in the board meeting minutes noted. The treasurer was not present.

Business: The first barbecue will be June 14<sup>th</sup> at hangars #113 and #114. Bob Cowan volunteered to pick up ice and drinks. Bring your own entree and a side dish to share.

Bob Cowan made an appeal for volunteer pilots for chapter 663's contribution to International Young Eagles Day, June 14<sup>th</sup>. Barry Weber, Bob Sinclair, Bob Farnam, and Bob Cowan himself volunteered.

Ralph said the EAA B-17 is visiting airports on the east coast this year but may be available next year.

Barry Weber reported on his search for a dynamic propeller balancer. The best affordable unit is the Personal MicroBalancer from Dynamic Solutions Systems. (More about this unit can be found at [www.dynamic-solutions.com](#)) Price is about \$2500 and includes a visit to the chapter of a company rep to discuss its use.

Program: Bill Jepson introduced Tim Styles who decided to spend the night so he could spend more time describing the Rans Aircraft line of aircraft kits. The 6 ES model he flew in for the meet-

ing is the most popular. Tim said it took his 10 WEEKS to finish his 6 ES, a basic simple aircraft that looked like it would be an awful lot of fun to bore holes in the sky with. He is looking forward to the new Sport Aircraft Category and is assembling two more kits in his shop at the Lodi Airport. Tim welcomed us to visit his shop, but if we fly in be VERY cautious of the meat missiles (sky divers) and the airplanes that take them up. They tend to not use the unicom.

Meeting adjourned for pie.

## **MINUTES: BOARD OF DIRECTORS MEETING CHAPTER 663, JUNE 26, 2003 ABOUT 7:30 PM, RALPH'S PLACE.**

Present were Ralph Cloud, Dick Jennings, Larry Fish, Jeremy Constant, Sharon Constant, Bob Farnam, and Roger Hansen; Bruce Cruikshank, Bill Jepson, and John Meyer arrived a bit late.

Ralph called the meeting to order and started with the treasurer's report. Sharon reported a total of \$5,151.32 in chapter funds.

Business: The July 4<sup>th</sup> barbecue, aka. The July meeting at hangars #113 and #114 was discussed. Ralph has the Groth Brothers barbecue reserved. Start time will be shortly after 2 pm.

Roger Hansen made the case for airnav.com support:

In consideration of your nonprofit status and community involvement, we are only requesting \$50 from your chapter for a Basic listing, instead of the rate of \$120. This is a significant discount, and the best we can offer. Your chapter members may want to view it as their collective contribution to support AirNav and ensure its continued availability to the pilot community.

Sincerely, Paulo Santos AirNav, LLC

A measure was presented and passed without dissent to send AirNav \$50. You can now find shop for cheap avgas and good airport food on AirNav with a clear conscience.

Ralph reported that the show case has been ordered and should arrive within a month or so.

There was discussion of what should go into it. It would be good to get a volunteer to gather trophies, pictures, and memorabilia for public display in the terminal building.

A lengthy discussion followed on the matter of the dynamic prop balancer presented at the last meeting by Barry Weber. Matters of frequency of use, training and number of qualified users, current availability of other resources were considered. It was even mentioned that it would be cost effective to pay members to have it done professionally. The matter is to be voted on at the August general meeting. With one abstaining vote, it was decided that the board of directors recommend NOT purchasing a dynamic prop balancer.

Other high dollar tools that would have wider use by all chapter members were purposed, such as a set of digital scales, and a good quality bore scope. (Both items could be had for about the price of the balancer.)

Chapter elections are coming up. Since nearly all present have in the past felt the persuasive power of Greg Triplett, it was decided to enlist his help once again, and maybe he could get some help from Bob Buckthal.

Bill Jepson is trying to get professional aircraft photographer Mr. Van Dermullen to speak at the August meeting. A future possibility is getting Peter Garrison come give a talk on his original design airplanes.

Next meetings: General 7/4, Board of Directors 7/17 at Ralph's place.

Meeting adjourned for pie.

Respectfully submitted, Bruce Cruikshank Secretary

## **POLITICAL COMMENTARY**

Sometimes I wonder whether the world is being run by smart people who are putting us on or by imbeciles who really mean it.

- Mark Twain

(I vote for option #2. Ye ED)

## **NEWS FLASH!**

This came from EAA HQ, passing along the latest changes from the FAA dated 01/23/03 which NOW requires anyone making a "major" change under their Operating Limitation rules dated 02/15/00 call their local FSDO "and notify the geographically responsible FSDO" of the location of the proposed test area. The aircraft owner must obtain concurrence from the FSDO as to the suitability of the proposed test area".

EAA says that the FAA slipped this in without any prior discussion and they are working with the FAA to revise this section once again but we must comply until, if and when, the time comes.

The following paragraph was copied from the full text located at:  
<http://av-info.faa.gov/dst/amateur/>

#### **Chapter 4 Section 7 (133)**

19) After incorporating a major change as described in § 21.93, the aircraft owner is required to reestablish compliance with § 91.319(b) and notify the geographically responsible FSDO of the location of the proposed test area. The aircraft owner must obtain concurrence from the FSDO as to the suitability of the proposed test area. If the major change includes installing a different make and model of engine or propeller, the aircraft owner must fill out a revised Form 8130-6 to update the aircraft's file in the FAA Aircraft Registry. All operations must be conducted under day VFR conditions in a sparsely populated area. The aircraft must remain in flight test for a minimum of 5 hours or for the time the FSDO assigns. Persons nonessential to the flight must not be carried. The aircraft owner must make a detailed logbook entry describing the change before the test flight. Following satisfactory completion of the required number of flight hours in the flight test area, the pilot must certify in the records that the aircraft has been shown to comply with § 91.319(b). Compliance with § 91.319(b) must be recorded in the aircraft records with the following, or a similarly worded, statement: "I certify that the prescribed flight test hours have been completed and the aircraft is controllable throughout its normal range of speeds and throughout all maneuvers to be executed, has no hazardous characteristics or design features, and is safe for operation. The following aircraft operating data has been demon-

strated during the flight testing: speeds V<sub>so</sub> \_\_\_\_\_, V<sub>x</sub> \_\_\_\_\_, and V<sub>y</sub> \_\_\_\_\_, and the weight \_\_\_\_\_, and CG location \_\_\_\_\_ at which they were obtained."

## **SUMMER 2003 SCHEDULE**

### **JULY 2003**

7/4-6 R.A.C.E. (Canadians) Group Jackpot, NV  
Race day Sat 7/5

<http://www.geocities.com/canardcovers/>

7/4 WA Tacoma Freedom Fair Airshow,

7/9-13 WA EAA Northwest Regional Fly-In  
Arlington Municipal Airport  
Arlington, WA (AWO)

7/29-8/04 WI EAA Air Venture 2003-50th Anniversary of EAA Wittman Regional Airport Oshkosh, WI

### **AUGUST 2003**

8/1-3 WA Seafair Airshow  
Lake Washington Seattle, WA Blue Angels

8/6 BC Vancouver Snowbirds

8/9-10 CA Air Expo at Moffett Field  
Moffett Federal Airfield Moffett Field, CA

8/16-17 CA Hawthorne AirFaire  
Hawthorne

8/22-24 CA Wings Over Wine Country  
Santa Rosa

8/23 CA Truckee Tahoe Airport Open House  
Info to be announced

8/23-24 CA Camarillo Airshow

8/23-24 WA NAS Whidbey Island Air Show and  
Open House

## **SMOKE STORY**

(from Jack Pipa, Hostage Gold)

The name Pop a Smoke keeps reminding me of one particular mission. It was another emergency extract. As usual on the way in the pilot was com-

municating with the recon team to assess the situation and get an idea where the unfriendly people were located. When we were a few minutes out the guy on the ground said "I will pop a yellow smoke, repeat a yellow smoke, over"

Dumb ass, I thought. Everybody knows you don't call out the smoke color until it is tossed lest the bad guys listen in and toss one of their own.

We got closer. The guy says again "I'm going to pop a yellow smoke. Over"

A few seconds later "I'm tossing the yellow smoke now".

On the ground was a red smoke in the middle of three yellow smokes.

The guy says "My smoke is red, you can roll in on the yellows."

That guy is really smart, I now thought. And it was real considerate of the bad guys to mark their own positions. It made it easier for us. We got everyone out OK. It was a good day.

### WORDS TO FLY BY

Blue water Navy truism; There are more planes in the ocean than there are submarines in the sky.

If the wings are traveling faster than the fuselage, it's probably a helicopter -- and therefore, unsafe.

Navy carrier pilots to Air Force pilots: Flaring to land is like squatting to pee.

### SMART QUOTES

Designed to make *you* feel really smart!

"I don't feel we did wrong in taking this great country away from them. There were great numbers of people who needed new land, and the Indians were selfishly trying to keep it for themselves."  
**John Wayne**

"Smoking kills. If you're killed, you've lost a very important part of your life," --**Brooke Shields**, during an interview to become spokesperson for federal anti-smoking campaign.

"That lowdown scoundrel deserves to be kicked

to death by a jackass, and I'm just the one to do it," --A congressional candidate in Texas.

### BEECH STARSHIPS HEAD FOR BONEYARD

The Beech Starship wowed the crowds when it first appeared at Dallas Love Field during the National Business Aircraft Association convention in 1983. Now it appears that the Starship, a marketing disappointment, is playing to a packed house once again-if you can call an Arizona boneyard a packed house. Some of the 53 sleek composite, canard-design airplanes, powered by two turbo-prop engines in a pusher configuration, were sold. Now the remaining Starships are showing up at Evergreen Air Center located on Pinal Airpark at Marana, Arizona, according to a source who spoke on condition of anonymity. A lot of planes go into the Evergreen storage center, but very few ever come out. Most slowly lose their usable parts and finally just fade away. Raytheon Aircraft officials would not comment on the appearance of the Starships in Arizona. It appears some Beech 1900 regional aircraft are headed to Arizona as well. At least they'll have family with which to spend their parting-out years.

Commentary: Evidently Beech does not want the liability nor the hassle with the FAA to keep up the records, manuals, and other documents. It is a costly program for Beech. It is reported that only one is in private hands and that individual has been offered a package from Beech to get his Starship back. The major parts that may be of use by someone else; landing gear, engines, avionics are being pulled, however I have heard that even the props are not being salvaged.

W. Dean Byers, Varieze N290DB  
Lockheed Martin Skunk Works

Palmdale, Calif

### TO PUT OUR CURRENT WEATHER IN THE PROPER PERSPECTIVE...

### YOU KNOW YOU ARE IN FLORIDA IN JULY WHEN...

The birds have to use potholders to pull worms out of the ground.

The trees are whistling for the dogs.

The best parking place is determined by shade instead of distance

Hot water now comes out of both taps

You can make sun tea instantly.

You learn that a seat belt buckle makes a pretty good branding iron.

The temperature drops below 95 and you feel a little chilly.

You discover that in July it only takes 2 fingers to steer your car.

You discover that you can get sunburned through your car window.

You actually burn your hand opening the car door.

You break into a sweat the instant you step outside at 7:30 a.m.

Your greatest bicycle wreck fear is, "What if I get knocked out and end up lying on the pavement and cook to death?"

You realize that asphalt has a liquid state.

Potatoes cook underground, so all you have to do is pull one out and add butter, salt and pepper.

Farmers are feeding their chickens crushed ice to keep them from laying boiled eggs.

The cows are giving evaporated milk.

*Ah, what a place to call home!*

## **DOOLITTLE RAIDERS HOLD SACRED TOAST ANNUAL CEREMONY HONORS THOSE WHO DIDN'T COME HOME**

The Doolittle Raiders held their traditional goblet ceremony April 16 during the group's 61st annual reunion, held at Travis AFB (CA). During the goblet ceremony, the men toast with cognac and then turn over the goblets of those who have died since the last meeting.

Each silver goblet bears the name of one of the 80 Doolittle Raiders who were part of the pivotal mission April 18, 1942, to bomb Tokyo as symbolic revenge against Japan's attack on Pearl Harbor, Hawaii. The mission was led by then-Lt. Col. James Doolittle.

### **An Emotional Reunion**

As Doolittle Raider Chase Nielsen raised his goblet for the toast, he said he felt proud to be representing Crew No. 6. He was also emotional because he is the only surviving member of his crew. "We have had a representation from all 16 crews until this year," Nielsen said. "We had two crews wiped out because time is taking its toll. It's a privilege and pleasure for me to be part of this group and to have been friends and rubbed elbows with a man like Doolittle - they never come any better."

Nielsen has been the only survivor of his crew since 1942. During the mission over Tokyo, two of his men died when they ditched into the ocean, one man was executed, and one man died in prison camp.

### **A Cadets Honor**

The 80 silver goblets were moved from their display case at the U.S. Air Force Academy in Colorado Springs, Cob., to the reunion that began April 15. The goblets were flown aboard a B-25 and escorted to the reunion by the two senior cadets who earned the honor. "It's a great honor to be here because these men are all heroes," said Cadet 1st Class Jason McClure. "I am in awe and humbled by them."

McClure and Cadet 1st Class Anna Reitze earned the honor of escorting the goblets to the reunion. At the academy, a bottle of 1896 cognac commemorating the year Doolittle was born is displayed in the case with the goblets. Doolittle's wish is that the final two surviving Raiders will use that bottle to drink a final toast for their comrades.

### **Helping Preserve History**

The reunion also kicks off fund-raising efforts for the Jimmy Doolittle Air and Space Museum. The proposed, state-of-the-art facility will replace the current Travis Air Museum, which is not open to the general public and needs major upgrades. All

proceeds raised from the reunion will go toward the new museum.

"We're really happy to be here today and have the museum named after our boss," Nielsen said. "After all, he has done so much for aviation, flying and the safety of flight. (Doolittle) was so energetic and more than a good aviator. He went to MIT for aeronautical engineering in 1927. He used to kid us about that and said, 'That's when you should have gotten your education because we only had two airplanes - it was easy.'"

The silver goblets were returned to the academy after the reunion.

(Special thanks to 1st Lt. Angela Arredondo, 60th Air Mobility Wing Public Affa