



# THE GRAPEVINE



EAA CHAPTER 663 Livermore, California

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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 December meeting will take place at 7:30 P.M. on the 4th of December in the Terminal Building at the Livermore Airport. Our program for the evening will be a fascinating evening with Life member Tom Moore and his brand new RV-7A. Perhaps because he lives in Brookings, OR, right on the coast, the plane has a full IFR panel which quite a few of you might find instructive.

### MINUTES: GENERAL MEETING, EAA CHAPTER 663, 11/4/04, 7:33 PM, KLVK TERMINAL BUILDING

Chapter president Ralph Cloud called the meeting to order.

One guest introduced himself.

Minutes for the October meetings were approved as printed in "The Grapevine". The treasurer was not present.

**Business:** There was nothing from the trailer committee. The annual dinner, 1/29/05, will be at the Alamo Woman's Club, with the same caterer used last year. Possible speakers were discussed. The couple that has flown their RV through 49 states, and Lane Wallace, writer for *Flying Magazine* were mentioned as possibilities. Young Eagles pilot Eric Helms has offered to take over for Bob Cowan as Young Eagle coordinator, as soon as he rejoins the chapter. Ralph made a call/plea for members to renew for the coming year. Dues are \$30 per year and include all benefits of being a chapter member.

**Announcements:** The next Board meeting will be 11/18/04 at Ralph's place, all are welcome. Golden West Fly-in will be June 3-5, '05.

**Member's form:** Paul Wiess has an ATC 510 flight simulator in his hangar he is willing to let members use; time on this simulator is loggable.

**Break and then Program:** Barry Webber presented an excellent slide show of his family's summer vacation to Oshkosh. Some how his camera saw more of the show than most of us who attended, thank you Barry.

Meeting adjourned for pie.

### MINUTES: BOARD OF DIRECTORS MEETING, 11/18/04, 7:42 PM, AT RALPH'S PLACE.

Members with the initials RC, DJ, LF, JM, GT, BF, and BC were present. Later BJ and eventually SC and JC arrived.

**Business:** The January dinner was first item. The price per person was determined. Food, drinks, facilities and other expenses came to \$20 person plus or minus. It was decided to charge \$25 person to cover the plusses.

The menu will be as follows:

Appetizers, Meat balls, Seven layer dip, Vegetable plate.

Main course, Baked chicken with herbs and natural gray, Tri tip beef.

With garlic mashed potatoes, Green beans, Caesar and Green Salads.

Dessert, Pies to be selected by Larry Fish

Cocktails at 6:00 PM and dinner at 7:00, 1/29/05

Larry Fish has made the \$200 deposit for the hall. First Flight Awards are going to Scott Alair, Doug Henson, Mark Summers, Tom Moore and Harry Crosby, are there others?

We have a speaker! Lane Wallace has a monthly commentary and writes feature articles in *Flying Magazine*. (Her's and Peter Garrison's are the only the items I read in Flying.)

Treasurer Sharon Constant reported \$2,183.62 in chapter funds.

The chapter trailer: Barry Weber has located a trailer he built some years ago for hauling airplane parts in Sunnyvale. The trailer can be had for \$500, but needs some work. It was designed for our purpose and tows well. The subject will be put before the members at the December meeting.

Tools: The cable tension measurer is missing! (Has anybody seen it?) (How can Farnam run a taut ship without the tensioner? YE ED

Bill Jepson, through Roger Hansen has arranged for chapter Life Member Tom Moore to bring his newly completed Eggenfellner SUBURU powered RV-7A for to us examine and discuss.

Meeting Adjourned for pie,

Respectfully submitted, Bruce Cruikshank Secretary

### **A LITTLE COMPRESSION RATIO BOOST HELPS A LITTLE, SO A BIG BOOST...**

This is a cut and paste of an article produced from information from Lycoming. It suggests that a big rise in compression might not be the way to

go for many pilots. The link to the full article is at the end of this reprint.

-Dale Martin, From the Canard Aviators list

An individual or company who proposes to make your engine more powerful, by whatever means, will usually concentrate on selling the benefits the modification will bring. You have an airplane powered by a Lycoming 0-235-K, L, or M engine, for example, and are told that by simply changing the pistons it will be possible to get your aircraft off the ground more quickly, to climb faster, and to cruise faster. This sounds wonderful, and it is true. You ask, why didn't Lycoming make the engine like this to start with? Well, remember this, it has done that, but it proved to be less than satisfactory.

By looking at the engine model certification sequence, we find that the O-235-engine started as a low compression engine. The C and E models had a compression ratio (CR) of 6.75:1 and used 80 octane aviation gasoline. Knowing that higher compression ratios (CR) increase engine efficiency and power and that 100 octane fuel would help to prevent detonation at the higher CR, Lycoming certified the 0-235-F and G models in 1971. The 9.70:1 CR gained 10 horsepower, allowing the new models to be certified at 125 HP. It did not take long to find that although these engines ran well in the test cell, installing them in aircraft and turning them over to pilots in the field produced poor results. Failure to follow critical fuel management procedures resulted, in some cases, in detonation, preignition, and burned pistons. Not many of these engines were installed in airplanes.

The next step for Lycoming was to find a compromise between a 6.75:1 and a 9.70:1 CR which provided acceptable performance and increased detonation margin. The testing which followed led to certification of the 0-235-K, L, and M series engines with a CR of 8.50:1. When the recommended 100 octane aviation gasoline is used in these engine models, burned pistons are rarely ever encountered.

<http://www.lycoming.textron.com/support/publications/keyReprints/general/lookWhatThey.html>



***SOME TIMES THE GODS OF WEATHER TELL YOU THAT IT'S NOT YOUR DAY TO GO FLYING!***

The following articles were published in these hal-  
lowed pages over five years ago and are repeated  
here because I've always enjoyed them --and I  
sure need to fill space this month, what with car-  
ing for a wife with a broken wing and all that.

### **FLY AIR ZIMBABWE?**

This is a true story published in the Chicago Trib-  
une "Travel" section for Sunday, June 6, 1999, in a  
story entitled "Choppy Skies - A white-knuckle  
flight on Air Zimbabwe" by Gaby Plattner. It  
seems that Plattner was traveling through Africa  
with a backpacking group when they found them-  
selves waiting in Kariba airport for a flight to  
Hwange. Here's his report:

"Our flight was delayed, so we settled down to  
wait. And wait. Three hours later, we were finally  
told the plane was ready to board. Air Zimbabwe

bought many of its planes secondhand from other  
airlines, and the one we got into was no exception.  
Dirty and ancient, the midsize jetliner was clearly  
one that no one else had wanted. Inside, we set-  
tled into the seats with 80 or 90 other passengers  
and waited. And waited some more.

Finally, the pilot's voice came over the loud-  
speaker. "We're all ready to go, ladies and gentle-  
men, however, we've been waiting for the copilot,  
and he still hasn't arrived. Since we've already  
waited so long, we're just going to go flying with-  
out a copilot today." There was a nervous buzz  
through the cabin. He continued, "If any of you  
feel uncomfortable with this, feel free to disembark  
now and Air Zimbabwe will put you on the  
next available flight to Hwange."

Here he paused. "Unfortunately, we are not sure  
when that will be. But rest assured, I have flown

this route hundreds of times, we have clear blue skies, and there are no foreseeable problems." No one in Plattner's group, doubtful as they might have been, wanted to wait any longer at Kariba for a plane that may or may not materialize, so they stayed on board for the one-hour flight.

Once the aircraft reached cruising altitude, the pilot came on the loudspeaker again "Ladies and gentlemen. I am going to use the bathroom. I have put the plane on autopilot and everything will be fine. I just don't want you to worry." That said, he came out of the cockpit, fastened the door open with a rubber band to a hook on the wall. Then he went into the bathroom.

Plattner continues: "Suddenly, we hit a patch of turbulence. Nothing much, the cabin just shook a little for a moment. But the rubber band snapped off with a loud 'ping!' and went sailing down the aisle. The door promptly swung shut. A moment later, the pilot came out of the bathroom. When he saw the closed door, he stopped cold. I watched him from the back and wondered what was wrong. The stewardess came running up, and together they both tried to open the door. But it wouldn't budge. It slowly dawned on me that our pilot was locked out of the cockpit. Cockpit doors lock automatically from the inside to prevent terrorists from entering. Without a copilot, there was no one to open the door from the inside. By now, the rest of the passengers had become aware of the problem, and we watched the pilot, horrified. What would he do? After a moment of contemplation, the pilot hurried to the back of the plane. He returned holding a big ax.

Without ceremony, he proceeded to chop into the cockpit door. We were rooted to our seats as we watched him. Once he managed to chop a hole in the door, he reached inside, unlocked the door, and let himself back in. Then he came on the loudspeaker, his voice a little shakier this time than before. 'Ah, ladies and gentlemen, we just had a little problem there, but everything is fine now. We have plans to cover every eventuality, even pilots getting locked out of their cockpits. So relax and enjoy the rest of the flight!'

## **EVERYONE WHO GOES TO OSHKOSH BECOMES A MISSIONARY (The subtle approach)**

We got to swapping missionary stories with Henry Ogrodzinski, head of the National Association of State Aviation Officials (NASAO). Henry O., as most everyone except his mother calls him, was on staff at EAA some years ago and told us his version:

"I got a call from the front gate one day. It seems a gang of motorcycle riders wanted in and the guard didn't know what to do," he related. "I went over and said, 'What's the problem?' and their leader said, 'We were riding by and saw there was an air show. So we ride up, but this guy won't let us in.'

"I said, 'Well, you can't take your bikes in, but all you have to do is go over there and buy a ticket,' and the guy says, 'Cool!'

"So, I explain how Paul P. rides a Harley, too, and they're impressed and I tell them, 'You know, the best place to watch the air show is on the east side of the tower there where it's elevated and in the shade.' So they thank me and head for the tower.

"A little while later I'm walking by and they're all sitting up there on the grass. Then one of the gang flips his cigarette onto the ground, and I stop and pick it up and say, 'You know, we don't do that sort of thing here at Oshkosh, and if my boss, Paul Poberezny, sees this laying on the ground, he's gonna kick my butt!' This guy says, 'Oh, yeah, man, I understand; I'm sorry!'

'About an hour later, I'm going back past the tower and there's an FAA guy walking along smoking, and he drops a cigarette. Suddenly, I hear a voice from one of my new friends sitting on the grass. 'Hey, you! We don't do that sorta thing here at Oshkosh, see? If Paul Paverlowski sees that laying on the ground, he's gonna kick Henry O's butt, an' if that happens, I'm gonna have to come down there and kick your butt. Understand?'

There are many approaches to evangelism. Spread the word!

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