



THE GRAPEVINE



EAA CHAPTER 663 Livermore, California

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

OLD 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
TECH COUNSELOR	BOB SINCLAIR	935-7465
NEWS LETTER	JOHN MEYER	455-1631
FLIGHT ADVISOR	BARRY WEBER	454-0627
FLIGHT ADVISOR	BOB FARNAM	449-1513
YOUNG EAGLES	ERIC HELM	373-0137
LIBRARIAN	ALAN THAYER	582-7274
WEBMEISTER	GREG LUM	510-482-4681

OID BOARD OF DIRECTORS

BOB FARNAM	449-1513
LARRY FISH	314-9974
EARL HODGES	443-9682
DICK JENNINGS	862-2345
GEORGE STEVENS	945-6504

MEETING AND PROGRAM

Our November meeting will take place at 7:30 P.M. on the 3rd of November in the Terminal Building at the Livermore Airport. Our speaker will be Member Scott Alair talking about his experience becoming a Reno Race Pilot and lots of pictures of his 2005 Reno sport class race .

MINUTES: GENERAL MEETING, EAA CHAPTER 663, 10/6/05, 7:30 PM, LVK TERMINAL BUILDING.

Chapter president Ralph Cloud called the meeting to order.

One guest introduced himself: Larry Hurt is building a Pitts Model 12.

The minutes for the September meetings were approved as printed in "The Grapevine".

Treasurer Sharon Constant reported a total of

\$3653.36 in chapter funds. Her report was also approved.

Business: Ralph reminded everyone of the last chapter barbecue of the year Oct. 8th, starting at 3:00 pm at hangars 113 and 114.

Chapter elections: With the help of Bob Buckthal a slate of new chapter officers has been placed in nomination: Bob Farman for president, Brad Olsen for vice president, Scott Alair for secretary, and Bill Bunce for treasurer. No additional candidates were nominated from the floor. These officers were elected by voice vote. Five names had been nominated for the board of directors: Bruce Cruikshank, Ralph Cloud, Eric Helms, Bill Jepson and Harry Crosby. Six were needed. Geoffrey Rutledge volunteered for the sixth position. These members were elected by voice vote.

Young Eagles coordinator Eric Helms tried to drum up support for the last rally of the year October 22. This event will be staged out of Byron Airport flying some Boy Scouts from Manteca. Eric wants to push the chapter total for the year to over 100 mark; we are currently seven short.

Announcements: The next board of directors meeting will be October 22 at Ralph's place, all welcome at 7:30 pm.

Members forum: Scott Alair related his experiences flying the Reno Air Races in the Sport Class in his Lancair Legacy. This was the culmination of weeks of training in formation flying and race school up in Reno. Scott had a great time and came in second the Silver Class!

Carl-Erik Olsen gave an account of the events leading up to his mishap in Elko Nevada on his way home from Oshkosh. Carl-Erik has some more rebuilding to do.

Break and Program: Bob Farnam was Bob Sinclair's passenger this year to Oshkosh this year and took pictures along the way. Bob shared many of those photos with us making us all feel we should have gone. Thanks Bob.

Respectfully submitted, Bruce Cruikshank
Secretary

MINUTES: BOARD OF DIRECTORS MEETING, 10/20/05, 8:00 PM, RALPH'S PLACE.

Members Ralph Cloud, Bill Jepson, Eric Helms, Bob Farnam, Scott Alair and Bob the Dog were present. (Bob the Dog is NOT a voting member.)

The speakers for January's dinner will be Paul & Victoria Rosales. Saturday January 21st, 2006, cocktails @ 6:00 pm, dinner @ 7:00 pm.

Ralph reported the October 8th, BBQ was a success as well as the September 24th, airport open house.

The chapter will be investigating the possibility of hosting an Aeroelectrics seminar in 2006. More details to follow.

Eric Helms reported Saturday, October 22nd at 9:45 am at the Byron Airport, we will have our last young eagles flight for 2005.. This should bring our Young Eagles flight total for 2005 to 120.

The next chapter meeting will be Thursday November 3rd. at 7:30 pm. our speaker will be Scott Alair talking about his experience becoming a "Reno" race pilot and lots of pictures of his 2005 Reno sport class race .

Next board meeting Ralph's place Thursday, November 17th at 7:30 pm.

Respectfully submitted,
Scott Alair, Secretary "elect"

PRESIDENT'S CORNER

Following the election of the new officers and board of directors, I want to say congratulations to all. For those that have not yet delved into the tasks of running your chapter, give it a thought, volunteer to help with the activities as we go into the new year. Members of any organization owe

it to themselves and the organization to contribute in some way. Ok, that said, here are a few things coming your way.

Our annual dinner in January is starting to shape up. The event will be at the Alamo Women's Club, as it was last year. The date is Saturday, January 21st, 2006. Cocktails will be at 6:00 pm, with buffet style dinner at 7:00 pm. The menu and pricing has not yet been set.

Our speaker will be Paul Rosales and his wife Victoria. Paul and Victoria built their RV-6, completing it several years ago and have amassed over 1000 hours with visits to all lower 48 states! They have also had several stories published in EAA's Sport Aviation. I think this will be a "must go to" event.

On another note, it is again time to renew membership. Look for the renewal info in the newsletter or pay Sharon at the meeting. It's \$30, form next month!

See you around the airport.
Ralph

CLASSES OF AIRSPACE & HOW NOT TO ATTRACT ATTENTION

By Ken Coolidge, EAA Ch. 723, Camarillo

Everybody knows that there is airspace out there. Classes A through E and G. There is no Class F for reasons know only to the folks in Oklahoma City. Actually we had a real good airspace system until some civil servant came up with a scheme to get promoted. Remember Terminal Control Areas, Airport Radar Service Areas and Airport Traffic Areas? Well, way back then the FAA came up with a scheme to befuddle us older pilots. They changed the names to Class B, C, and D airspace. (Wasn't all this transition to Class Whatever Airspace driven by international practices? ye Ed)

Talk to a young guy and they don't see a problem. We old guys do because we had to unlearn and relearn a bunch of stuff. To make matters worse they changed a perfectly good weather reporting system to METARS, TAFs, and other sundry names that only served to confuse and bedevil me for years. Now that I have it all memorized and feel almost confident to use it, it is high time for the FAA to change things again. So

far they haven't even talked about changing airspace classes but to my way of thinking, somewhere, in the bowels of the Airspace temple in Oklahoma City a scheme is being hatched. Well enough of my paranoia.

OK lets talk about VFR airspace. We've all memorized the rules for getting into and out of the different classes of airspace. If you are like me you promptly forgot what you learned right after the test. So let's get down to the basics of what you need to stay out of trouble. First of all, Class A airspace is above 18,000 feet, IFR only. My little Skyhawk can barely make 8,000 feet never mind 18,000 feet. No way to get into trouble there. Now how about Class B airspace? You can get into big trouble here and get to meet your "new best friend" from the FAA (at least that is what he tells you). The main thing you have to remember is that to enter Class B airspace you must be in touch with a controlling agency and hear the magic words, "Cleared into Class Bravo Airspace". This of course assumes you have a good map and/or GPS that tells you precisely where you are all the time. The frequency for the Class B Controller is on your map. If you are not on flight following, this is where you find the right frequency. Be prepared to get vectored around if there is a lot of traffic and/or the controller is testing your ability to change heading and direction. Any time you get near Class B airspace it is a good, no, excellent, idea to have radar flight following. Sure saves a lot of sweat but you may not get to meet your "new best friend" from the FAA. I can forgo that pleasure.

Now, how about Class C airspace? Real easy. All you have to do is look on your chart for the frequency of the controlling agency and give them a call far enough out so that you don't bust their airspace before you get clearance. I like to call at least 10 miles from the outer ring. Give them your position, altitude, beacon code (usually 1200) , destination and request clearance through the Class C airspace. As soon as they answer you with your call sign you are cleared into and through the airspace. By repeating your call sign it is assumed that radio communications has been established. The only exception is when you are told to, "remain clear of the Class Charlie airspace". You will be cleared in as soon as the controller takes care of whatever it was that was keeping you out.

If you remember what you read in the preceding paragraph, you already know what do for Class D airspace. Only now you are talking to a control tower. As soon as you have established radio communications, you are cleared in. The tower might tell you to remain clear of the Class Delta airspace if the pattern is saturated and the tower feel that they cannot clear another aircraft in for safety reasons. Usually by the time you do a 360 you are cleared in.

Finally let me give you a pitch for getting radar flight following. First of all, it is easy. Just call approach and ask for it. They will give it to you if at all possible. They'd rather be talking to and controlling you rather than having to move all of their traffic out of your way. Bottom line, it is the safest thing to do. Also you will be guided through or around any airspace in front of you. This doesn't relieve you of your obligation to navigate but if you do make a mistake they will catch it. Also it is a good defense to tell your "new best friend" from the FAA" that you were on radar flight following. You were just going where they told you to go. In the great "American Bureaucratic Tradition", you are shifting the blame. Also, and this is very important, the controller will keep you out of any TRS areas that may pop up after you get airborne.

So to wrap things up, get radar flight following if at all possible. If you are VFR and don't have radar flight following, don't enter Class B airspace until you hear "Cleared into the Class Bravo airspace". For Class C and D airspace, you only have to hear your call sign to have established communication. Follow these rules and you may never get to meet "your new best friend" and guess what, the FAA would rather not meet you.

THE POSSIBLE, IMPOSSIBLE TURN

BY RYAN FERGUSON

A subject I've always found very interesting is the so-called "Impossible Turn" back to the airport runway. All pilots have been taught, at some point in their training, to handle an engine failure on upwind/crosswind as follows: pitch for best glide speed, make shallow turns, and choose a landing site within thirty degrees of the current heading. This assumes an altitude of 1,000 AGL or below.

In many, if not most cases in which pilots experience a low-altitude engine failure upon departure, this is good procedure. I advocate it and teach it, particularly to newer or lower-time pilots. This sort of emergency can be quite stressful for the pilot, and the training must reflect the pilot's often-reduced capacity for performance by using a simple and frequently practiced procedure.

However, what if the airport you're departing from is surrounded by a dense urban landscape (Like TEB, Teterboro, NJ)? Or, completely inhospitable terrain (like TEX, Telluride, CO)? Above some certain altitude, wouldn't you at least consider turning back to the airport in your pre-takeoff calculations?

There are a number of reasons why trying to turn back is often *not* a good idea, chief among them the possibility of a stall-spin accident. When you're slow and low at a high angle of attack, trying to turn back to the airport can be extremely hazardous. I'll be blunt: if you contact the ground out of control and descending vertically in a spin, your chance of survival is essentially zero. If you contact the ground under control, even if you strike obstacles on the way down, your odds of survival are a lot better - depending on exactly what you hit.

Understand that if better options exist, that they should be taken first before attempting a turn back to the runway. Understand that this takes judgment, planning prior to takeoff, and most importantly, training to get it right. Also understand that this needs to be practiced... with a competent instructor. In other words, the **FIRST** time you attempt to employ these techniques should **NOT** be when your engine fails at low altitude on departure! The average pilot's chances of getting it right the first time are pretty darn slim, and the mind's usually just not capable of advanced performance under that kind of pressure. In short, and I can't say this enough, this has to be **PRACTICED!** Your reaction must be automatic. Muscle memory should play a role in the proper execution of this technique. Getting it wrong has very significant consequences - the worst is a stall spin accident at low altitude, which would almost certainly be fatal.

So, on to the practical. It so happens I do teach this

maneuver, both at altitude and on takeoff. My belief is that if you practice the "possible impossible turn" at low altitude, a reasonable safety margin must always exist to make the airport safely in the event that the engine truly does decide to take a nap. That being said, performance also varies significantly between different single engine airplanes. For example, out of all the airplanes I fly, the Piper Arrow probably has the worst glide performance (despite being a retractable gear airplane!) Altitudes at which you'll find the turnback can be successfully completed may range anywhere between 1,000 feet AGL and - gulp - 500 feet AGL.

It's time for me to wax poetic on another topic, the crosswind turn. The AIM (4-3-3) recommends: *"...If remaining in the traffic pattern, commence turn to crosswind leg beyond the departure end of the runway within 300 feet of pattern altitude."* Some folks interpret this to mean waiting until at least 700 feet AGL to make the crosswind turn, assuming a 1000 AGL TPA (traffic pattern altitude.) If you're flying a twin, I'd certainly agree to keep things stabilized a little longer, and to fly a slightly larger pattern. But in the average piston single -- and assuming you're not extending to allow traffic on the downwind to pass abeam -- why wait so long? Why not 500 feet? Occasionally, why not less?

Here's what remaining on the upwind until 700+ feet AGL does for you.

1. Increases your distance from the airport so that, in the event of an emergency, a known "safe haven" will be further away than if the crosswind turn had already been made.
2. Increase the necessary turn back to the airport from a potential 90-120 degrees to 180-210 degrees.

And just think of how *far* you might travel in that extra few hundred feet of climb. If you're climbing at 500 feet per minute - quite a common number for many single-engine airplanes - that's almost 30 seconds. At 60 knots ground speed, you're traveling an additional 2,500+ feet horizontal distance away from the airport. That's pretty close to half a mile, which can make all the difference. That extra few hundred feet on the upwind can be quite costly! **So, just make that turn expeditiously** You can always ask for an early turnout in the pattern if you're flying at a controlled airport and

feel that a 500 foot turn is just too early.

I demonstrated this to the new owner of a Cirrus SR-22 in the traffic pattern at Venice, FL. On the first attempt, I instructed the pilot to maintain best glide speed, which is 89 K IAS, flaps retracted, and use no more than 30 degrees of bank to attempt to turn back to the airport after simulated engine failure. We initiated the simulated failure at 600 feet. Using the conditions I've just described, it was obvious after turning ninety degrees from the upwind toward the airport -- into the wind, I might add -- that reaching airport property without the engine was going to be impossible. On the second attempt, using a 40-45 degree bank angle and a ten knot buffer above stall speed, the turn was completed with time to spare. (Pitch for best glide after pointing towards the airport.) We had our choice of runway, taxi way, or grass. We would have walked away from the emergency landing without a scratch. And the airplane would have been okay, too!

Now, imagine that failure occurring at 700 feet on the crosswind. Because the turn toward the airport has been reduced now to 90-120 degrees, the odds of safely landing on airport property is excellent. This is why I believe starting to turn at 500 feet AGL is a better practice, in single engine airplanes. The key here is to remember the risk involved with increasing the bank angle and decreasing airspeed. My instruction in the Cirrus is to reduce pitch angle at the *first* sign of any buffet. Landing under control, your odds are good. Don't flip those odds upside down by stalling the airplane at low altitude. And don't even think about trying this without the proper instruction!

The following two tales came from the NORCAL RV
YAHOO List, courtesy of Ralph.

BOB BUCKTHAL'S DREAM!

A number of years ago I worked at a video game company called 3DO. There was some writer that said, "Pigs will be flying over San Francisco before 3DO ships this game system." So when we shipped our first system (on time) an annual picnic to celebrate this event was created.

As it turns out I had just gotten my pilot's license and owned a Piper Colt. One of my coworkers at

3DO happened to have a pet pig. So, on the day of the picnic we took the pig up and did a short photo shoot of the pig 'flying' the Colt around over the Golden Gate. Really cute, a 45 degree bank with the pig's front legs 'holding' the passenger side yoke.

Then I returned to circle over the picnic at about 1500 ft for a quick photo of the pig looking down at the 3DO banners which someone had laid on the tables. This particular park was inside the SQL class D, so I needed to stay in touch with the tower while I was doing this photo shoot.

The communications went something like this:

Me: San Carlos Tower, 4973Z would like to do some steep turns over my current location for a short photo shoot.

twr: 73Z, approved - advise when ready to continue on course

me: !!! OINK OINK SQUEAL SQUEAL !!! (Just as I had keyed the mic the pig decided to freak out and start squealing like crazy...)

(pause)

(key the mic again)

me: !!! OINK OINK SQUEAL SQUEAL !!! (damn it - the pig went nuts again when I pressed the mic)

(long pause)

twr: 73Z, <lots of laughing> Is that a pig in your airplane?

me: 73Z, affirmative (fortunately the pig had calmed down)

twr: 73Z, just curious - why?

me: long story!! OINK OINK SQUEAL SQUEAL !!!

NOT FOR CAT LOVERS!

A friend had this happen. It was a charter flight in a 182. The nice lady wanted to bring her kitty. Friend said, "Okay but you cannot take the cat out of the cage in the air."

Well, as the flight progressed at about 1500 MSL

the kitty started yowling. Mama decided to comfort poor little kitty and opened the cage enough just to pet her. Well, kitty shot out like a bullet, and made like 10 complete circuits of the cockpit (without ever touching the floor) before landing right under my friend's rudder pedals.

There were many expletives muttered in paying passenger's presence. Shouting, kicking, nothing would get kitty to come out from behind the rudder pedals. Finally my friend slowed the airplane down to about 80 MPH, and pushed his door open just a smidge. Kitty, seeing that freedom was just a few feet away, shot straight for the door and out.

No word if she landed on her feet or not. The passenger was refunded the cost of the flight and never flew again to anyone's knowledge.

True story

GEORGE PERIERRA'S GP-5

Any day now test pilot Dave Morse (Reno Air Race Sea Fury pilot) will take George Perierra's GP-5 up for its first flight. It is a single seat racer with a V-8 engine of 400 to 500 hp. The goal is to see it run in the bronze unlimited class at Reno. I imagine there will be an article on this airplane in Sport Aviation sometime soon.



EAA CHAPTER 663
11700 Tesla Road
Livermore, CA 94550
JMeyerEZ@ewnet.net
eaa663.org