



# THE GRAPEVINE



EAA CHAPTER 663 Livermore, California

Vol. XXV, No. 1, January, 2005

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
TECH COUNSELOR	BOB SINCLAIR	935-7465
NEWS LETTER	JOHN MEYER	455-1631
FLIGHT ADVISOR	BARRY WEBER	454-0627
FLIGHT ADVISOR	BOB FARNAM	462-6355
YOUNG EAGLES	BOB COWAN	373-0555
LIBRARIAN	ALAN THAYER	582-7274
WEBMEISTER	ROGER HANSEN	830-1842

## BOARD OF DIRECTORS

BOB FARNAM	462-6355
LARRY FISH	314-9974
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 3rd of February in the Terminal Building at the Livermore Airport. Our program will be a presentation by Doug Henson on his Falco, which I suppose means that we'll go over to his hangar and kick his tires, run our sensitive hands over the gleaming surface and generally wish that it were OUR plane. Yeah, a little envy is good for you. DON'T miss it!

**MINUTES: GENERAL MEETING EAA  
CHAPTER 663, 1/6/05 7:30 PM, TERMINAL BUILDING  
LIVERMORE AIRPORT.**

Chapter president Ralph Cloud called the meeting to order.

Guests introduced themselves.

Harry Crosby gave a blow by blow account of the first flights of his newly completed RV-6. After 20

hours in the air, he is happy with the result, and now working at finishing up all the details.

The minutes for the December meetings were approved as printed in "The Grapevine". Treasurer Sharon Constant reported \$2970.95 in chapter funds; all approved.

Details of the annual dinner January 29<sup>th</sup> were covered. Cut off for making reservations and paying \$25 person was set for Jan. 15<sup>th</sup>.

It is confirmed; Eric Helms is the chapter's new Young Eagles coordinator. Thank you Eric.

Greg Lum has volunteered to be web master for the chapter relieving Roger Hansen who has done a great job conceiving and developing our web site to the jewel it is today. Thank you Roger, and thank you Greg and good luck.

Ralph made a call/plea to renew chapter memberships, \$30 per year for all the wonderful benefits of belonging to the chapter. (IF you haven't, go to page 5 of this document and re-up! NOW!--ye ed)

Announcements: The next board meeting will be Jan. 20<sup>th</sup> at Ralph's place. All are welcome.

Members forum: Harry Crosby thanked persons who helped him complete his RV-6. Bill Jepson offered his 5<sup>th</sup> wheel trailer home for housing chapter members at the Golden West Fly-In June 3-5; those interested contact Bill.

Break and then Program: Bill passed to Bob Cowan who introduced Shannon K'doah Range from NASA's Gravity Probe B project. This is a 40 year project that presently has a short lived satellite in polar orbit that is endeavoring to confirm Einstein's (or Einstin's if you are walking into the Livermore Library Sorry, local joke about the

artiste who can't spell and compounds the error by doing it on ceramic tiles for all to see! And then got all huffy about fixing it. ye ed.)) Curved Space-time Theory.

This satellite contains the most precise gyroscope (there were samples) ever made, that if it precesses 6600 milli-arcseconds vertically and 41 milli-arcseconds horizontally (due to frame drag?!) in 14 months will prove Einstein correct. Shannon's fascinating presentation with many demonstrations of the concepts involved, tickling the edges of comprehension. It may just work. We'll know soon after all the liquid helium escapes the satellite. You had to be there.

Meeting adjourned for pie.

**MINUTES: BOARD OF DIRECTORS  
MEETING, EAA CHAPTER 663,  
1/20/05 7:43 PM, RALPH'S PLACE**

Members with the initials RC, DJ, LF, GT, BF, JM, BC, and a bit later BJ were present.

Business: Details of the annual dinner were discussed. There will be 49 or more dinners. JJ Miller is providing the PA system. Barry Weber is providing a projector. Ralph will see to the wine and soft drinks. A few early arrivers are needed to set up the tables at the Alamo Women's Club. We will also need to clean up afterwards. **THERE WILL BE HEAT!**

The web site was discussed. We are thankful the Greg Lum has offered to take it over.

Bill Jepson outlined future programs. For February Doug Henson will extol the virtues of wooden airplanes, for starters they look great. March well we'll have presentations from our Technical Counselors and Flight Advisors. April? May is tentative for a visit from Steve Green plane painter par excel lance. He has painted four in the chapter. Two have won Lindys at Oshkosh; the others have not been judged yet.

Announcement: There is a Brat and Beans Fly-In at Orland on February 26.

Meeting adjourned for pie.

Respectfully submitted, Bruce Cruikshank Secretary

**HELLO EAA CHAPTER PRESIDENT:**

The EAA Golden West FlyIn is going to be June 3, 4, and 5 this year at Marysville Yuba County Airport (MYV) (<http://goldenwestflyin.org>). It is the regional flyin for the Western United States and should be supported by all of the EAA California Chapters. There are many coordinator positions open along with many volunteer jobs that need to be filled. This is a great opportunity for those that want to support the EAA to give their time and volunteer.

Thanks for supporting the EAA: Gary Guilliat - Director GWAA

**EAA's Aviation Services**

EAA members are one call, e-mail or letter away from a wide range of technical aviation services available from the Aviation Services Department at EAA. First and foremost, the Aviation Services Team is responsible for answering member technical inquiries relating to pilot and aircraft issues. This one-on-one consulting covers everything from "How do I register my homebuilt?" to "What's involved in the A&P exam" to "How do I convert my ultralight for the new sport pilot rule?" and more.

Experienced pilots, aircraft owners, homebuilders, ultralighters and sport pilot specialists staff the department. Their personal and professional experience enable them to field just about any technical aviation question that comes their way. And if they can't answer your question right away, they'll do the research needed to help guide you to the right resource or solution. EAA's in-house library is an additional resource the Aviation Services team counts on for information and the library is also available to members visiting the Oshkosh headquarters offices.

The Aviation Services Department supplies a great deal of the technical information found on the Members-Only portion of EAA's web site at [www.eaa.org](http://www.eaa.org). The Homebuilders Headquarters section on the site provides a wealth of information on building, maintaining and flying an experimental amateur built aircraft. A significant amount of the content on EAA's Sport Pilot web site page is also developed by the Aviation Services team.

Two of the most popular “hands on” offerings from the Aviation Services Department are the Technical Counselor and Flight Advisor programs. There’s a network of over 1,000 EAA members across the US who are registered EAA Technical Counselors that will come to your homebuilding location to provide in-progress inspection of your project. The Flight Advisor program has several hundred EAA members who will provide advice and assistance on taking that first flight in your new homebuilt aircraft.

FAA Medical assistance is one of the individual offerings also available from the department. If a member needs assistance receiving a special issuance from the FAA, Aviation Services personnel will track the application all the through the process until approval to ensure that nothing derails your application. In addition, we have a network of doctors that are AMEs and EAA members who volunteer their services to help other members retain or regain their medical.

For more information on your EAA Technical Services offerings please call 1-800 –EAA-INFO. They’re ready for your questions!

### **ROUND ENGINES** Nothing like an R2800!!!

Someone sent me this write-up on round engines, I thought that I would pass it along. I know you're old enough to appreciate it.

We’ve got to get rid of turbine engines as they are ruining aviation as we know it and as it was meant to be.

We’ve got to get back to big round engines Anybody can start a turbine, you just need to move a switch from "OFF" to "START" and then remember to move it back to "ON" after a while.

My PC is harder to start (thanks, Bill Gates). Cranking a round engine requires skill, finesse and style. On some planes, the pilots are not even allowed to do it. For contrast, while turbines start by whining for a while, then give a small ladylike poot and start whining louder.

Round engines give a satisfying rattle-rattle, click-click BANG, more rattles, another BANG, a big macho fart or two, more clicks, a lot of smoke and

finally a serious low pitched roar. We like that. It's a guy thing!

When you start a round engine, your mind is engaged and you can concentrate on the flight ahead. Starting a turbine is like starting a ceiling fan. Useful, but hardly exciting.

Turbines don't break often enough, leading to air-crew boredom, complacency and inattention. A round engine at speed looks and sounds like it's going to blow apart at any minute. This helps concentrate the mind.

Turbines don't have enough control levers to keep a pilots attention. There is nothing to fiddle with during the flight. Turbines smell like a Boy Scout camp full of Coleman lanterns. Round engines smell like God intended flying machines to smell.

It takes a real mechanic with cut up hands, oily clothes and a tool box full of tools to work on a round engine. Turbine mechanics only have a screwdriver and a pair of pliers and the dirtiest job they have every done is wipe down the cowling. Round engine oil comes out of a 55 gallon barrel not a quart can. Most of the work on a round engine is done between flights, with a turbine it is when the engine is in the overhaul shop. Turbine mechanics never get the satisfaction of changing a bottom cylinder on a snow covered ramp in nowhere, Illinois when it is -10F and the wind is blowing 20 mph on an airplane that is your ride home. The hardest part of a turbine mechanics day is making coffee and restacking the magazines in the break room. The easiest part of a round engine mechanics day is drinking coffee and finding the magazine he was reading that some clean freak put in a stack.

The scariest thought of all in modern aviation is that there are airline pilots flying thousands of people every year all over the United States who have never started a *real* round engine. Given this situation how can the FAA and the flying public be certain of the airmanship skills of these girly-boy pilots.

## **NOSE WHEEL VIBRATION**

By Vance Atkinson

Hey guys,

I have just gotten back from ferrying one of our jets to the factory for some pressurization problems and one of the things I wrote up was excessive nose wheel vibration upon retraction.

That means the wheel is NOT necessarily vibrating while rolling down the runway, but is vibrating while in transit and/or stowed up in the nose.

I got to talk to one of the mechanics at the factory about it, and mentioned balance of tubes, tires and such.

He said WHOA... THE MOST COMMON PROBLEM WITH VIBRATING TIRES (OUTSIDE OF OUT OF BALANCE) IS TORQUE! HE RECOMMENDS TORQUEING THE AXLE BOLT SO THE TIRE ONLY SPINS ONE REVOLUTION WHEN GRABBING IT AND SPINNING IT. THAT'S THE CORRECT PRELOAD FOR MOST ALL TIRES!

I remember Ken Miller saying something about this on the nose tire (of EZs, Cozys, etc) but not the mains. It might be worth a try if you've got some vibration from your mains..

## **TYPICAL NIGHT AT BAGDAD INTERNATIONAL**

Compliments of "Toad" Staley. BC

### **THE C-130 PILOT'S STORY**

I am forwarding this to you since it is a good story particularly if you lust over mixed metaphors. This is from a colorful writer from the 1st Marine Air Wing based at MCAS Miramar, (The guy ought to write for a living..... This is my nominee for 'Best of the Month.)

There I was at six thousand feet over central Iraq, two hundred eighty knots and we're dropping faster than Paris Hilton's panties. It's a typical September evening in the Persian Gulf; hotter than a rectal thermometer and I'm sweating like a priest at a Cub Scout meeting. But that's neither here nor there. The night is moonless over Baghdad tonight, and blacker than a Steven King novel. But

it's 2004, folks, and I'm sporting the latest in night-combat technology - namely, hand-me-down night vision goggles (NVGs) thrown out by the fighter boys.

Additionally, my 1962 Lockheed C-130E Hercules is equipped with an obsolete, yet, semi-effective missile warning system (MWS). The MWS conveniently makes a nice soothing tone in your headset just before the missile explodes into your airplane.

At any rate, the NVGs are illuminating Baghdad International Airport like the Las Vegas Strip during a Mike Tyson fight. These NVGs are the cat's ass. But I've digress.

The preferred method of approach tonight is the random shallow. This tactical maneuver allows the pilot to ingress the landing zone in an unpredictable manner, thus exploiting the supposedly secured perimeter of the airfield in an attempt to avoid enemy surface-to-air-missiles and small arms fire. Personally, I wouldn't bet my pink ass on that theory but the approach is fun as hell and that's the real reason we fly it.

We get a visual on the runway at three miles out, drop down to one thousand feet above the ground, still maintaining two hundred eighty knots. Now the fun starts. It's pilot appreciation time as I descend the mighty Herk to six hundred feet and smoothly, yet very deliberately, yank into a sixty degree left bank, turning the aircraft ninety degrees offset from runway heading.

As soon as we roll out of the turn, I reverse turn to the right a full two hundred seventy degrees in order to roll out aligned with the runway. Some aeronautical genius coined this maneuver the "Ninety/Two-Seventy."

Chopping the power during the turn, I pull back on the yoke just to the point my nether regions start to sag, bleeding off energy in order to configure the pig for landing

"Flaps Fifty!, Landing Gear Down!, Before Landing Checklist!" I look over at the copilot and he's shaking like a cat sitting on a sheet of ice. Looking further back at the navigator, and even through the NVGs, I can clearly see the wet spot spreading around his crotch. Finally, I glance at my steely-

eyed flight engineer. His eyebrows rise in unison as a grin forms on his face. I can tell he's thinking the same thing I am.... "Where do we find such fine young men?"

"Flaps One Hundred!" I bark at the shaking cat. Now it's all aim point and airspeed. Aviation 101, with the exception there are no lights, I'm on NVGs, it's Baghdad, and now tracers are starting to crisscross the black sky. Naturally, and not at all surprisingly, I grease the Goodyear's on brick-one of runway 33 left, bring the throttles to ground idle and then force the props to full reverse pitch Tonight, the sound of freedom is my four Hamilton Standard propellers chewing through the thick, putrid, Baghdad air. The huge, one hundred thirty thousand pound, lumbering whisper pig comes to a lurching stop in less than two thousand feet. Let's see a Viper do that!

We exit the runway to a welcoming committee of government issued Army grunts. It's time to

download their beans and bullets and letters from their sweethearts, look for war booty, and of course, urinate on Saddam's home. Walking down the crew entry steps with my lowest-bidder, Beretta 92F, 9 millimeter strapped smartly to my side, look around and thank God, not Allah, I'm an American and I'm on the winning team. Then I thank God I'm not in the Army. Knowing once again I've cheated death, I ask myself, "What in the hell am I doing in this mess?" Is it Duty, Honor, and Country? You bet your ass. Or could it possibly be for the glory, the swag, and not to mention, chicks dig the Air Medal. There's probably some truth there too. But now is not the time to delve into the complexities of the superior, cerebral properties of the human portion of the aviator-man-machine model. It is however, time to get out of this shit-hole. "Hey, copilot, clean yourself up! And how's 'bout the 'Before Starting Engines Checklist?"

God, I love this job!"

## EAA CHAPTER 663 MEMBERSHIP APPLICATION/RENEWAL FORM

NAME \_\_\_\_\_ NEW ( ) RENEWAL ( ) DATE \_\_\_\_\_  
ADDRESS \_\_\_\_\_ CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_  
E-MAIL ADDRESS \_\_\_\_\_ HOME PHONE \_\_\_\_\_ WORK PHONE \_\_\_\_\_  
FAX# \_\_\_\_\_ WORKFAX# \_\_\_\_\_ EAA# \_\_\_\_\_ RATINGS \_\_\_\_\_  
PROJECT \_\_\_\_\_ FLYING? \_\_\_\_\_ HOURS \_\_\_\_\_  
SKILLS, PROGRAMS, I CAN GIVE, ETC. \_\_\_\_\_  
NAME TAG YES ( ) NO ( ) NAME TAG INFO \_\_\_\_\_ HANGAR No. \_\_\_\_\_  
SPOUSE \_\_\_\_\_

Please give or send this completed form with a \$30 check (**No cash**, please) to:

Sharon Constant  
3446 Jordan Road  
Oakland, CA 94602



EAA CHAPTER 663  
11700 Tesla Road  
Livermore, CA 94550  
JMeyerEZ@aol.com  
[www.eaa663.org](http://www.eaa663.org)