



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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MEETING AND PROGRAM

Our May meeting will take place at 7:30 P.M. on the 5th of May in the Terminal Building at the Livermore Airport. Our program will be a presentation by Steve Green, an excellent aircraft painter from Medford, OR. Steve will not need to bring samples of his workmanship, because we have four excellent examples here on the field: Bruce Cruikshank's and Barry Weber's outstanding RV-4, Bob Sinclair's marvelous Lancaire 320, Scott Alair's very rapid Lancair Legacy and Doug Hen-son's outstanding yellow Falco. Can't get better testimonials than these four!

PRESIDENT'S CORNER

Can you believe **it's May already!** Here is a little catch-up on things. We have our first Chapter BBQ of 2005 scheduled for Sunday, May 15th. We will follow the well established plan. Bring your own entre' and a side dish to share. If you have some chairs, they can always be filled. We will

have beverages and plates, napkins, flatware, etc. The coals will be hot by 4 pm and the location is the same as before, Bob Buckthal's hanger #113. It's just inside the North Gate 1, which is at the corner of Airway Blvd. and Kitty Hawk. If you can't get in the gate, call me on my mobile 872-7423 and I'll come around and let you in. Keep checking the 'Grapevine' for the dates of our other BBQs this summer.

On the political side, May 9th the Livermore City Council will be reviewing the annual hangar rate adjustment. The airport has requested 5.5%, this increase is to cover operating costs, capital improvements, deferred maintenance and the noise monitoring system mandated by City Council. The Airport Advisory Commission forwarded the request with the following changes/comments: Increase landing fees for aircraft with GTW over 12,500 from \$30 to \$50. And, the cost of the noise monitoring system should be shared with the city's general fund. If you want to make public comment on this issue, plan on being at the City Council Meeting on May 9th. You can get a copy of the meeting agenda at the city web site after 5 pm on May 5th. <http://www.ci.livermore.ca.us/>

The chapter web site is undergoing a makeover as we change web masters. The web site may not be available at times as the transition takes place. Stay tuned for details.

We have already had several chapter members make **first flights** this year. And, there are several more almost ready. Keep building, it may be you next!

Ralph

**MINUTES: GENERAL MEETING EAA
CHAPTER 663, 4/7/05, 7:30 PM, TERMINAL
BUILDING LIVERMORE AIRPORT.**

Chapter president Ralph Cloud called the meet-
ing to order.

Four guests introduced themselves; one was building a RV-7

The minutes for the March meetings were approved as printed in "The Grapevine". John Meyer wrote up the minutes for the March general meeting, thank you.

The treasurer was not present, no report.

Business: May 15th will be the first of the summer barbecues. The coals will be hot at about 4:00 pm for your entree, bring a side dish and enjoy. Additional gatherings are scheduled for Sat. 6/11, Mon. 7/4, and Sat. 10/8.

Young Eagles: Next rally will be 4/23/05. A group of international students will be given a chance to experience flight in a small plane. Eric requested volunteers to help out.

Greg Lum discussed matters relating to his taking over the chapter web site.

Ralph alerted those who had not paid their dues to pay up (\$30 per year) or be dropped from the chapter roster.

Announcements: The next board meeting will be Wed. 4/20; next general meeting will be May 5th. Golden West Fly-In is coming June 3-5 (www.goldenwestflyin.org/ They can use our help).

Member's forum: Ralph reported on future actions in the long saga of making improvements in Livermore Airport.

Break and then Program: Slight mix up: Aircraft painter Steve Green will be here in May; the weather was bad anyway. So we watched a DVD extolling the virtues of the Sonex which was very entertaining. The Sonex is a very capable economical airplane.

Meeting adjourned for **pie**.

**MINUTES: BOARD OF DIRECTORS
MEETING, EAA CHAPTER 663, 4/20/05,
7:30 PM, AT RALPH'S PLACE.**

Those present had the first initials Da Cl, Ra Cl, La Fi, Ea Ho, Jo Me, Bi Je, Gr Lu, and Br Cr.

The treasurer was not present to report.

Business: The chapter web site was the first subject. Greg Lum reported some progress in taking over the site. Greg is an Apple user so transitioning from the Windows generated site is not simple. The new site may be viewed at: <http://tuvalu.globat.com/~eaa663.org>

The first summer barbecue is coming May 15th. Ralph will have the coals hot at 4:00 pm. Plates, ice, soda beer and napkins will be supplied.

Bill Jepson made known a bit of a mistake. Steve Green will be coming to talk aircraft painting at our next meeting May 5th. Gary Edwards, a Lancair builder/flyer from Medford Oregon, will hopefully be able to fly him down for the meeting. There was some discussion of future meetings, nothing definite at this time.

Next general meeting 5/5, next board meeting will be 5/19.

Ralph also discussed the formation of the "Coalition for Livermore Airport", which includes pilots, aircraft owners, and individuals from the surrounding communities, whose purpose will be the fostering a positive image for the airport and its value to the city of Livermore and surrounding populations. Meeting adjourned for **pie**.

Respectfully submitted, Bruce Cruikshank
Secretary.

YOUNG EAGLES

Next Young Eagles event is 4-23-05. Requesting your support as pilots and ground crew to fly 18-20 Young Eagles. I would like to have a minimum of 6 aircraft plus 3 people working ground and filling out the certificates.

We start the pilot briefing at 10 AM, first mission launch at 10:20 AM. Your assistance would be greatly appreciated.

Please send me an answer by 6 PM Wed evening so I may start calling the Young Eagles.

Eric Helms

FLYING PROFESSIONALS!!!

* British Airways flight asks for push back clearance from terminal.

Control Tower replies: "And where is the world's most experienced airline going today without filing a flight plan?"

* Ground: Alitalia 345, continue taxi, holding position 26 South via Tango, check for workers along taxi way.

AZA: Alitalia Roger, 345 Taxi 26 South via Tango. Workers checked - all are working.

* O'Hare Approach: US Air 212, cleared ILS runway 32L approach, maintain 250 knots.

US Air 212: Roger approach, how long do you need me to maintain that speed?

O'Hare Approach: All the way to the gate if you can.

US Air 212: Ah, OK, but you better warn ground control.

CA/NV FLY-INS AND STUFF

May 6-8 Second Annual RV Fly-In, Carson City, NV Contact: Mike Jimenez (775) 246-4025 e-mail: mijimen@aol.com

May 7 Second Annual Eureka, Nevada Fly-In. Breakfast 7:30 am, BBQ lunch and static displays. B25 & P51 are scheduled to attend. Biplane rides and a balloon demonstration. This is Booth Bailey's location FBO now. Booth was just awarded the Charles E. Taylor award by the FAA for 50 years of work on aircraft without one single blemish on his record. Now that's an achievement!

May 7 Spring Fly-In, Redlands, CA www.redlandsairport.org

May 7 Historical Aircraft Day, 8am-4pm, Mariposa/Yosemite Airport, Mariposa, CA

May 8 EAA Chapter 52 Pancake Breakfast & Vintage Display, Yolo County Airport, Woodland/Davis, CA

May 11-15 Red Star Fly-In, Castle Airport, Atwater (Merced), CA

May 13-15 Spring Gathering of Canards, Columbia, CA (O22) Come join us for a spring get together of Western states Canardians. Camping on the field with hot showers. 15 min. walk into a historic gold mining town of 1859. Good food, good times, good people. Contact Tim LoDolce tiger@telis.org for more info.

May 14 Truckee Tahoe EAA 1073 Pancake Breakfast & Fly-In. Truckee, CA (TRK) 7 AM to 10 AM The best breakfast and camaraderie around. Come and join us and show off that pretty plane of yours!

May 14 EAA Chapter 735 Young Eagles Rally, Paradise, CA Note from their Pres: Our chapter holds this twice a year and we really need some pilots this spring. we need pilots that can carry 3 passengers if possible as we have a space problem in our loading area. Breakfast will be served to our pilots at 7:30 with flying starting at 8:15 if possible. After the flights we will take our guest pilots into town for lunch. Contact Butch Filer for more information; butchfiler@sbcglobal.net or 530-877-3656 Please spread the word. THANK YOU! for you help.

May 14 Warbirds in Action, Minter Field, Shafter, CA

May 14 South County Museum Fly-in, San Martin, CA Wings of History Museum, Pancake breakfast 8-11 am, 8 am to 4 pm, Young Eagles 10 am to 2 pm. Come join this group that is really into Aviation and wants to make it better! Contact: www@q99.org

May 14-15 California Capitol Airshow, Mather Field, Sacramento, CA

May 15 Antique Aircraft Display, Pacific Wings, Montgomery Field, San Diego, CA

May 15 Antique Aircraft and Classic Car Display, La Verne, California. Brackett Field (POC) from 10 a.m. to 2 p.m. Display your classic aircraft, car, or motorbike. Fly-ins welcome. Event is free, restaurant on field. Contact Yvonne, 626/576-8692.

May 20-22 "SPECIAL EVENT" EAA 1073 will host Clyde Smith aka "The Cub Doctor" for his 5th TRK Seminar on Fabric Piper Aircraft. Anyone wishing to know more about their fabric airplane, not just Piper's, should plan on attending this 3-day seminar learning from the expert. Get the finer points of inspection, fabric, repair, assembly, painting, rigging and much more. Lots of handouts. Examples of long and short wing Piper aircraft will be available for hands on discussion. All fabric Piper aircraft will be discussed in detail. Hosted by Truckee Tahoe EAA 1073 in our hangar/classrooms. Contact: Lou Reinkens rockwood@inreach.com or (530) 525-5273 for more information.

May 20-22 West Coast Formation Clinic, Castle Airport, Atwater/Merced, CA

May 21 EAA 1112 Fly-In Breakfast, 8-10 am Briefing Hut, NW corner of Oroville Airport (OVE). Check the web page at <http://eaa-oroville.8k.com/breakfast.html>

May 21 Airport Appreciation Day & Airshow, Modesto, CA

May 21-22 Lyon County Fly In and Air Fest, Silver Springs, NV. www.lyoncountyflyin.com

May 21-22 Air Museum Planes of Fame Airshow, Chino, CA

EAA CH. 663 WEB SITE-the update

Our new Webmeister, Greg Lum, has a preliminary address you can go to to look at the PREVIEW web site:

<<http://tuvalu.globat.com/~eaa663.org>>. Roger may change the domain name location this week but something may happen before he leaves for Mexico this Friday. I'd like the membership be able to see it for the first time. I've been changing, updating and upgrading the web site. So, I would like member's comments on it. They should send them to my e-mail address: gwlum@sbcglobal.net

KEEP 'EM LAUGHIN'--err, FLYING

When Hillary Clinton visited Iraq the Army Blackhawk helicopter used to transport the Senator was given the call sign "broomstick one".

And they say the Army has no sense of humor!

In famous SR-71 story, Los Angeles Center reported receiving a request for clearance to FL 600 (60,000ft). The controller, with some disdain in his voice, asked, "How do you plan to get up to 60,000 feet?"

The pilot (obviously a sled driver), responded, "We don't plan to go up to it; we plan to go down to it." He was cleared.

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Patty Wagstaff Launched First Young Eagles Live Web Chat

The EAA Young Eagles web site began its monthly web chat feature on April 20th with aerobatic performer and National Aviation Hall of Fame inductee Patty Wagstaff.

The popular pilot answered questions ranging from her prowess as a performing pilot to what she likes to do in her leisure time and her love of AirVenture Oshkosh. To read the chat transcript go to:

<http://www.young eagles.org/webchat/pattywagstaff.asp>

The Young Eagles web site will continue to host live web chats on the third Wednesday of the month, allowing visitors the opportunity to interact with aviation personalities and professionals.

"We are currently working on our upcoming guest list and hope to have a formal announcement of future guests in the next week," said EAA Young Eagles Director Steve Buss.

Chats will be held from 7 to 8 pm Central time.

It may soon be illegal for the National Weather Service (NWS) to issue non-severe weather forecasts under the provisions of the National Weather Service Duties Act of 2005, Senate Bill S.786, introduced April 14 by Sen. Rick Santorum, R-Pa.

The bill's key provision (Section 2b) states that the National Weather Service cannot provide "a product or service...that is or could be provided by the

private sector", with the exception of severe weather forecasts and warnings needed to protect life and property. Secretary of Commerce Carlos Gutierrez is given sole authority on how to interpret what NWS products and services should be restricted. In his comments upon introduction of the bill, Senator Santorum said the bill would boost the private weather industry by reducing unfair competition from the NWS and generate cost savings to the government. Check it out at: <www.wunderground.com/blog/jeffmasters/comment.html>

We pay for this service with tax dollars. Why give it away and have to pay again?

Terry Schubert, Editor of the Central States Association Newsletter (for canard aircraft builders and pilots).

WORDS TO FLY BY

"Anything with enough power can fly, including the proverbial barn door." In a aviation class early in my career an instructor stood before class of 50 cadets and, after holding up a brick, asked "how many think this can fly"? Very few hands went up, if any. He then went to the open window and tossed that brick a long way out into the grass. He then turned and made that "anything can fly" statement which I've never forgotten.

After leaving the Air Force and United I began my ATC career which allowed us Controllers to ride the jump seat in any airliner we choose. The flights I took were mostly with very experienced Captains due to their distance. I was based at Chicago O'Hare so I could go anywhere from there riding in the jump seat.

These flights were allowed by the FAA and the participating airlines (all of them) in order to allow the controllers and the pilots time to get to know one another and to perhaps act a an exchange of ideas between the two on the problems the two encountered. Anyway, I decided as a young controller and experienced pilot to learn from this perk and ask just one question that I would keep a diary on.

One question that I posed on nearly every flight to the Captain was..."What about flying can you tell me that I have most likely never heard

before?" On one early fam flight I was with a high seniority TWA Captain. He thought for a quick moment and then began his story.

The L1011 was on autopilot and cruising at FL350. The Captain slowly started to explain that during WWII he was ferrying his Naval torpedo bomber from SoCal to Hawaii without the rear gunner. About 1500 miles out enroute to the islands his brand new carrier torpedo plane hit turbulence and the stick popped out in his hand. He looked down between his legs and could see that the bolt holding everything together had slipped out of the connecting point. The plane immediately started a slow descent into the vast ocean.

Try as he might with his one hand he was not able to guide the bolt back into it's hole so he "flew" the plane with trim. He continued the story..."I kept adding trim while at the same time going through my ditching procedures. As the plane approached the top of the waves in a 150 foot a minute descent it slowly began to level out. I had been taught about ground effect but never really understood it until then".

He told me his plane stayed in "ground effect" (above the water) for nearly the entire rest of the flight which lasted for hours. He explained that as the fuel burned off, the plane gradually would react to shifting of his body weight fore and aft. He would lean back and the plane would climb to it's maximum height within the ground effect. Then he would lean forward and quickly try to reconnect the stick with the bolt. The plane would once again start down towards the tops of the waves were he would repeat his effort again and again. After many attempts and with bloody fingers he finally succeeded.

What was he trying to tell this young Air Traffic Controller? It was don't believe everything the NTSB has to say about accidents. Many things can happen in an airplane that ARE NOT "pilot error".

I've never forgotten that day and over the years and 16,000 hours later I feel that has made me a better pilot.

Tim LoDolce
Truckee, CA



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