



THE GRAPEVINE



EAA CHAPTER 663 Livermore, California

Vol. XXV, No. 4, April, 2005

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

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MEETING AND PROGRAM

Our April meeting will take place at 7:30 P.M. on the 2nd of June in the Terminal Building at the Livermore Airport. Trying once again our program should be a presentation by Steve Green, an excellent aircraft painter from Ashland, OR. (Fourth time is allegedly a charm.) 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 Henson's outstanding yellow Falco. Can't get better testimonials than these four!

**. MINUTES: GENERAL MEETING,
EAA CHAPTER 663, 5/5/5, 7:40PM
LVK TERMINAL BUILDING**

Chapter president Ralph Cloud called the meeting to order.

There were no guests.

The minutes were approved as printed in "The Grapevine".

Business: The first barbecue of the year will be Sunday May 15th. The coals will be hot by 4 pm for your entree. Just bring a side dish and have a good time. The location will be at hangars 113 and 114 at the northeast corner of the airport. Expect future BBQs on June 11, July 4, and Oct. 8.

Eric Helms tried to get volunteers and volunteer pilots for the May 14th Young Eagles Rally.

Greg Lum reported on the progress being made on the new web site. There is now a link to it from www.eaa663.org.

Ralph made a request for those who have not to renew their chapter membership.

Announcements: The next board of directors meeting will be 5/19 at Ralph's place. The next meeting will be June 2. The Golden West Flyin will be June 3-5. The Spring Tenant Appreciation Barbecue will be May 26th; THERE IS AS FREE LUNCH if you forget about all the money you pay for hangar rent. Airport Open House is Saturday Sept. 24th. There is also a Career Day May 24th and volunteers are needed so call Ron Darcy 510-581-8728.

Members Forum: Ralph Cloud gave a run down of the future life or death of the airport.

Break and then Program.

Due to even more crappy weather, aircraft painter Steve Green will not appear until June. In his place Bill Jepson gave a presentation on nuts, bolts and other hardware items that belong and do not belong in our pet airplane projects. Thanks Bill.

Meeting adjourned for pie.

Respectfully submitted, Bruce Cruikshank

**MINUTES: BOARD OF DIRECTORS
MEETING, EAA CHAPTER 663, 5/19/05,
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, and Gr Lu.

Greg Lum reported that the web site switch over is still in the works. For further info, see P.2 of the May issue.

BBQ: The first BBQ of the season was a great success and we even got \$25/30 in the "tip jar." The next one will be on June 11 at Bob and Bob's hangars (113/114), as usual, coals will be hot by about 4 pm, but the beer and soft drinks will be cold well before then. Bring your favorite entree' PLUS a tasty side dish to share--think salads and veggies!

Jim Patillo is reported to be running a new Cato prop, maybe he'll report on it at the meeting. (If it really goes, we won't be able to keep him quiet.)

There was no tool update, though Bob reported that the missing Tensiometer is still missing. Now think hard:

1. Have you ever used the tensiometer?
2. If so, did you give it back to Farnam?
3. Are you sure? Even if you're sure, look around you hangar--or wherever you used it--at least one more time.
4. If you didn't use it, do you know who might have? Jog his memory, too.

Young Eagles: Eric Helms reported about 20 last time, but is always in need of more help in all aspects of the operation. Lend him a hand.

Bill Jepson reports that the long promised visit by Steve Green is going to happen, FER SURE, in June.

Golden West: 3-5 June at Marysville. Be there!

Trailer committee reports: Nothing to report!

Next meeting: June 2, next BofD June 16 at Ralph's

Airport noise: It would appear that most of the noise is coming from one person. Go to

<lvk1200.info> and click on commentary. Have your friends do this as well, it is just fascinating!

Meeting adjourned for pie.

Ye editor

**GOLDEN WEST
EAA REGIONAL FLY-IN JUNE 3, 4, 5
Marysville - Yuba County Airport**

Golden West EAA Regional Flyin
June 3-5, 2005
Marysville, California
Yuba County Airport (MYV)
<http://www.goldenwestflyin.org/>

Golden West EAA Regional Flyin is just around the corner and you are invited to come and enjoy all of the activities! A full schedule is planned to include:

- * EAA Sport Pilot Tour - Kickoff event
- * Air shows on June 4th and June 5th
- * Aerial demos and low-level fly-bys each day
- * Forums (100)
- * Hands-on workshops for kids
- * Young Eagle Flights on Friday, June 3rd
- * Aircraft manufacturers and vendors
- * Sat. night dinner, Bob Warner, EAA Sr. Vice Pres. Guest Speaker
- * Blue Thunder Air Racing Team - World Speed Record Attempt
- * Early Bird Dinner, Thursday Evening June 2nd

There is something for everyone in the family to enjoy! Plan to spend the weekend or just the day and take part in all of the fun!

In addition, the EAA Sport Pilot Tour will also be making its first stop at the Golden West EAA Regional Flyin. This will be an excellent opportunity for you to learn more about:

- * The Sport Pilot Rule
- * How to become a pilot faster, easier and cheaper than ever before!
- * Transitioning, maintenance, medical considerations, and more
- * What to ask when buying a light-sport aircraft
- * See and fly Sport Pilot eligible aircraft
- * Get credit toward an FAA "Wings Program"

Visit the Golden West EAA Regional Flyin web site at <http://www.goldenwestflyin.org/> for de-

tailed information on arrival/departure procedures, lodging, camping, forums, admission, and more.

We look forward to seeing you at Golden West and spread the word!

FROM THE MOUTHS OF BABES (LIMEY CANARD A/C BRANCH)

After all the "where's the wheel" etc, comments we get, my favourite happened to a colleague here at Biggin Hill.

He was polishing his very nice Vari Eze one day when two school boys stopped by on their bicycles to watch. You know how it is, if you're doing anything like servicing or polishing - you become invisible. Expecting the odd word of admiration my friend listened carefully.

After a few minutes one boy turned to the other and explained "It's all made of scrap, you know."

BOEING TEST PILOT TELLS IT LIKE IT IS

This is a message from a Boeing test pilot in Europe, describing his reaction when a smug European mocked the United States for sending an aircraft carrier to the Indian Ocean to provide tsunami relief. Clearly a lot of Europeans have forgotten recent history (WWI, WWII and the Cold War).

And clearly some of them are ungrateful people. Or are they simply envious? Whatever the case, that Boeing pilot, Matt Archer put them in their place. To which I can only say, "Kudos!"

Today, January 4, 2005, during an afternoon conference that wrapped up my project of the last 18 months, one of my Euro colleagues tossed this out to no one in particular: "See, this is why George Bush is so dumb. There's a disaster in the world, and he sends an Aircraft Carrier!" After which he and many of my Euro colleagues laughed out loud.

Then they looked at me. I wasn't laughing, and neither was my Hindi friend sitting next to me, who had lost family members in the disaster. I'm afraid I was "unprofessional" ... I let it loose.

"Hmmm, let's see, what would be the ideal ship to send to a disaster? Now what kind of ship would we want? Something with its own inexhaustible power supply? Something that can produce 900,000 gallons of fresh water a day from sea water? Something with its own airfield? So that after producing the fresh water, it could help distribute it? Something with 4 hospitals and lots of open space for emergency supplies? Something with a global communications facility to make the coordination of disaster relief in the region easier? Well, Franz, we peasants in America call that kind of ship an Aircraft Carrier! We have 12 of them. How many do you have? Oh that's right, NONE! Lucky for you and the rest of the world, we are the kind of people who share. Even with people we don't like. In fact, if memory serves, once upon a time we peasants spent a ton of money and lives rescuing people who we had once tried to kill and who tried to kill us. Do you know who those people were? That's right, Franz, Europeans.

There is a French Aircraft carrier. Where is it? Right where it belongs! In France of course! Oh why should the French Navy dirty their uniforms helping people on the other side of the globe? How Simplese... The day an American has to move a European out of the way to help in some part of the world it will be a great day in the world! The room fell silent.

My Hindi friend then said quietly to the Euros: "Can you let your hatred of George Bush end for just one minute? There are people dying! And what are your countries doing? Amazon.com has helped more than France has. You all have a role to play in the world, why can't you see that? Thank God for the US Navy, they didn't have to come and help, but they are. They helped you once and you should all thank God they did. They didn't have to, and no one but they would have done so. I'm ashamed of you all."

He left the room, shaking and in tears. The frustration of being on the other side of the globe, unable to do anything to assist and faced with people who could not set aside their asininity long enough to reach out and help was too much for him to bear.

I just shook my head and left. The Euros stood speechless. Later in the break room, one of the

laughing Euros caught me and extended his hand in an apology. I asked him where he was from, he said "a town outside of Berlin."

He was a young man, in his early 20's. I asked him if he knew of a man named Gail Halvorsen. He said no. I said "that's a shame" and walked away to find my Hindi friend.

For those of you who may not remember, Gail Halvorsen was the transport pilot responsible for the "candy drop" during the Berlin Air Lift. They called him the "Candy Bomber" as he dropped goodies for all the Berlin children from his C-54.

Matt Archer
Boeing Flight Operations
Transport Test Pilot

AND IN THE MONTH AHEAD...

June 3-4 Merced Antique Flyin, Merced, CA

June 3-5 Golden West EAA Flyin, Yuba County Airport, Marysville, CA (MYV) The EAA's premier Western Air show! Pilots and crew fly enter for free.

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

June 8-11 Gathering of Mustangs & Legends aka Final Roundup, Stead Field, Reno, NV

June 10-12 Bellanca-Champion Club Flyin, Columbia, CA

June 11 Hemet Air show, Hemet, CA

June 11 Truckee Tahoe EAA 1073 Pancake Breakfast, Flyin & Young Eagles Flights (TRK), Truckee, CA 7-10 am Come join us for some good food and great camaraderie. \$5 donation requested.

June 11 Mooney Aircraft Freedom Tour, 9 a.m. - 1 p.m. at Flightcraft at Portland International (KPDX). Demo flights, including new Ovations and Bravos with Garmin G1000. Contact Levi McMahan at Mooney Aircraft, (503) 936-6170 or lmcmahan@mooney.com

June 12 EAA Chapter 52 Pancake Breakfast & Vintage Display, Yolo County Airport, Woodland/Davis, CA

June 18 Montague Aviation Day Flyin, EAA Chapter 654, Montague, CA

June 18 EAA 1112 Flyin Breakfast, 8-10 am. OFOF Dan Cook Briefing Hut, NW corner of Oroville Airport (OVE). Check the web page at http://eaa-oroville.8k.c*m/breakfast.html for map and details.

June 18 Vertical Challenge Helicopter Air show, Hiller Museum, San Carlos, CA

June 18-19 39th Annual Fathers Day Flyin, Columbia, CA

June 19 Annual Fathers Day Flyin, Columbia, CA <http://www.columbiagazette.com/flyin.html>

June 19 13th NorthWest RV Flyin, Scappoose, OR Contact www.vansaircraft.com

BETTER PARTS FOR HOMEBUILTS

For those planning to use a wooden or composite prop, here is a consideration which the rich builders who are buying a constant speed prop never have to worry about. The bolts holding wooden props in place function in what I at first considered a totally counterintuitive way.

Rather than just holding the prop on, whatever that means, they must press the prop against the prop flange or the prop extension drive flange with enough force to prevent the prop from slipping on the mating flange. This, not the so-called "drive lugs", is what makes the prop turn when the crank turns; the prop MUST NOT slip. If there is slippage, there will be friction; if there is friction, there will be some burning of the prop's mating surface; if there is burning, the prop will become looser and the process will very swiftly go from bad to worse. Worse is when the prop is loose enough to bend and, eventually, snap the bolts. The plane becomes a glider at this point.

Given the magnitude of the power pulses in our typical LyCon four-banger, it is a problem to keep the prop in intimate contact with the driving flange. Prop builders usually will give the buyer the preferred torque for the prop bolts, based on several factors in the prop's construction. Follow this advice as if your life depends upon it--because

it does! There are prop bolts and then there are prop bolts; the following is a discussion of what Saber Mfg. thinks prop bolts should be.

BOLTS

From Saber Mfg.

I stock a bolt which is not aircraft-certified. It has superior toughness and ductility compared to the standard AN aircraft bolt. It is machined to close tolerance, and heat treated under strict control so that its high tensile strength does not result in brittleness. AN bolt tensile strength is 125 kips and our bolts are 180 kips. (Over 12,000 of these have been in use on homebuilts for the past 9 years with perfect safety record.) Heads are single-drilled unless not required by your application.

Most importantly, these bolts have shorter grip and LONGER THREAD. Both the engine bolts and the prop bolts have extra-long thread, which provides much greater safety margin against bottoming out the threads.

As you re-torque your WOODEN propeller over time, you may use up more and more of the available thread, and risk bottoming out the threads. This is critical, so that you don't lose your bolt torque and your grip between extension face and prop face. (You DO know why you have to re-torque your bolts periodically, don't you? ye ED)

Also, builders often don't realize that their particular model of ENGINE has lugs installed which have unusually long thread length, and they often bottom out their bolt threads unknowingly, and have no gripping of extension face to engine face.

3/8 bolt has 1.2" of thread. Lengths I stock are: 1.5", 1.75", 2", 2.25", 2.5", 2.75", 3", 4.5", 5", 5.5", 6", 7"

7/16 bolt has 1.3" of thread. Lengths I stock are: 2", 2.25", 2.75", 3", 5", 5.5", 6", 7"

1/2 bolt has 1.4" of thread. Lengths I stock are: 2", 2.25", 2.75", 3", 3.25", 4", 5", 5.5", 6", 6.5", 7"

Extension-to-engine bolts 3/8, 7/16, and 1/2, up through 2.25" length: cost \$30 per set of 6. Standard AN aircraft washers will be included with your engine bolts.

Prop-to-extension bolts 3/8, 7/16 and 1/2, up through 6" length: cost \$48 per set of 6. Included will be extra thick and hardened washers, specially designed to prevent cupping and provide consistent clamp load.

All 6.5" and 7" length bolts cost \$96 per set of 6. Included will be extra thick and hardened washers, especially designed to prevent cupping and provide consistent clamp load.

If required for your application, you will be supplied with all-metal prevailing locking nuts - cost \$1 each.

For lengths not listed above, please inquire. Extension-to-engine bolts are available in 1/4" increments. Prop-to-extension bolts are available in 1/2" increments up through 7" length.

You can phone them at 817-326-6293, go to their web page <www.sabermfg.com> or e-mail them at saber@itexas.net.

SAFETY FIRST, LAST AND ALWAYS

ye ED

No matter whose prop bolts you use, I heartily suggest the following process to assure that you do not bottom out your bolts in the drive lugs. Only one tool is required, but it won't break the bank--it is a tire tread depth gauge you can buy in almost any auto parts store.

Assuming that all of your prop bolts are the same length and have the same thread length (these are GOOD ideas), screw one into any of your prop drive lugs and, using your new tread depth gauge, measure how far the end of the bolt is from the backside of the drive lug. Now add a safety factor, say 1/4 inch, it's up to you, and consider this the minimum allowable depth for YOUR installation using **these specific prop bolts and your engine/drive lugs**. Write this number down, tattoo it on the back of your hand, write it on the prop (right next to the recommended bolt torque) or in some other way make sure that you don't ever install a prop without having access to this WRITTEN number for the minimum allowable depth. **This is not a memory item!**



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