



# THE GRAPEVINE



EAA CHAPTER 663 Livermore, California

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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	449-1513
YOUNG EAGLES	ERIC HELM	373-0137
LIBRARIAN	ALAN THAYER	582-7274
WEBMEISTER	GREG LUM	510-482-4681

## 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 September meeting** will take place at 7:30 P.M. on the 1st of September in the Terminal Building at the Livermore Airport. Right now it looks as if our program will consist of a presentation by **Michael Heintz** who is running **Zenith West**, an outlet for the Zenith line of kits.

### MINUTES: GENERAL MEETING EAA CHAPTER 663, 8/4/05, 7:30 PM, TERMINAL BUILDING LIVERMORE AIRPORT.

**Chapter president Ralph Cloud** called the meeting to order.

One guest introduced himself.

**The minutes** of the July chapter meeting were approved as printed in "The Grapevine".

**The treasurer** was not present (still in Sun Valley.)

**Business:** Election of new chapter officers is coming in October. Bob Buckthal is the election committee. Ralph called for those present to consider serving the chapter as an officer. (Please PLEASE give some thought to being a chapter officer.) Young Eagles coordinator Eric Helms reported that we have flown 59 Young Eagles this year; our next rally is set for August 13th.

**Tools:** A sample was shown to those present of a crimping tool for large size electrical cables. The tool is listed in the Aircraft Spruce catalog for \$329.00. It was moved seconded and passed by hand vote to purchase such a tool for the chapter tool crib.

**Announcements:** The next board meeting will be August 18th at Ralph's place. The Airport Open House is coming on September 24th.

**Break and then Program:** Bill Jepson introduced C. J. Stevens a test pilot of vast experience. A former Air Force pilot with 3000 hours in F-4s, 300 missions in Vietnam, having flown over 100 different types of aircraft, C. J. was a test pilot for the Café Foundation for 14 years. C.J. made an engrossing presentation on test flying homebuilt aircraft. Having made about 20 first flights, he related some of the more memorable episodes. Some of his recent flights have been in the Nemesis NXT which turns out to be a very demanding aircraft. Thanks goes to Scott Alair for bringing C.J. to the chapter for an interesting, sobering program.

**Meeting adjourned** for pie

### MEETING, BOARD OF DIRECTORS EAA CH. 663, 8/18/05, 7:35 PM, RALPH'S PLACE

**Members** with the initials RaCl, DaCl, ErHe, LaFi, RoHa, BiJe, BoFa, JoMe, BrCr, and a bit later GrLu were present.

**Business:** The next chapter barbecue will be Octo-

ber 8th with a starting time of 3 PM because of the earlier sunset at the northeast corner of the airport.

**Bob Buckthal** has not been overwhelmed with people offering to subject themselves to the riggers running for chapter office. On a very positive note, John Meyer has offered to continue as chapter newsletter editor.

A date for the **January dinner** has yet to be set, awaiting a response from possible speaker and world flyer Bill Randolph.

**Bob Farman** reported that Dick Jennings found and purchased the crimping tool approved for purchase at the general meeting. It's a slightly different model than shown at the meeting, and cost about \$150.00. Your secretary donated a 0-500 pound capacity dynamometer (an inline tension scale) to the chapter tool crib.

**Eric Helms** reported a very poor showing of young people at the last Young Eagle rally. It was decided that Young Eagle forms will be passed out at the Airport Open House to be mailed back to Eric, to show some level of commitment from those signing up.

**The chapter web site:** The hang up in the transition from Roger Hansen to Greg Lum as webmeister has been software-hardware in nature. The website software is Windows based, and Greg is an Apple guy. Greg knows Windows but has no computer at home. John Meyer claims to be able to come up with a suitable Windows computer for \$5. Monitor and keyboard was offered by others present. Everything should be running smoothly shortly.

**Bill Jepson** has contacted Michael Heintz of Zenith Aircraft, and there is a good chance he will be our speaker.

Respectfully submitted, Bruce Cruikshank  
Secretary.

## **MODIFICATION TO LOS ANGELES (LAX), CA, CLASS B AIRSPACE**

Specifically, this action expands the eastern boundary of the airspace to ensure containment of the LAX Standard Terminal Arrival Routes (STAR),

and correct the inefficiencies of several existing areas identified during public meetings and Southern California TRACON (SCT) reviews of the airspace. The FAA is taking this action to improve the flow of air traffic, enhance safety, and reduce the potential for midair collision in the LAX Class B Airspace, while accommodating the concerns of airspace users. Further this effort supports the FAA's national airspace redesign goal of optimizing terminal and enroute airspace to reduce aircraft delays and improve system capacity.

**Background:** Through the efforts of local Southern California EAA members led by Jack Kenton, EAA has been involved with the continuing airspace discussion for the past two years. Jack is the Chairman of the Southern California Airspace Users Working Group (SCAUWG) which has also been heavily involved in the discussions for this Class B Airspace change. On March 24, 2005, the FAA published in the Federal Register a notice of proposed rule making to modify the LAX Class B airspace area (70 FE 15022). The FAA proposed this action to improve several areas where boundary locations and identification could be enhanced, and modified several areas to ensure the containment of arrivals within the LAX Class B airspace.

The following link is the Federal Register announcement of the Final Rule for the Los Angeles Class B Airspace Modification:  
<http://a257.g.akamaitech.net/7/257/2422/01jan20051800/edocket.access.gpo.gov/2005/05-15855.htm>

For further information contact Ken McElroy, Airspace and Rules, Office of System Operations and Safety, FAA (202) 267-8783, or Randy Hansen, Government Relations Director, EAA (920) 426-6522.

## **UPCOMING EVENTS**

**Sep 2-3** R.A.C.E. Canard Event, Kanab, UT Pilot briefing 8 am on the field. \$30 entry fee which pays for the trophies, timing gear, etc. Great place to meet your fellow Canardians. Racing is not mandatory so just sit back and watch the fun. Contact Shirl Dickey at [mrracer@tabletoptelephone.com](mailto:mrracer@tabletoptelephone.com)

**Sep 3** South Lake Tahoe Airfest & Airshow, South Lake Tahoe, CA ctc: 530-541-0480

**Sep 3** Historical Aircraft Day. Mariposa-Yosemite Airport, Mariposa, CA 209 966 2143

**Sep 3** Antique Aircraft Display. Frazier Lake Airpark, Hollister, CA 408 779 2356  
[www.frazierlake.com](http://www.frazierlake.com)

**Sep 3** Army Day Evergreen Aviation Museum, McMinnville, OR 503 434 4180  
[www.sprucegoose.org](http://www.sprucegoose.org)

**Sep 3** Annual Blackberry Festival Fly-in, Bremer-ton National Airport, WA, (PWT). Antiques, Clas-sics, Homebuilts, Warbirds. Aircraft judging. Plaques for best in each category and greatest dis-tance flown to attend. Free transportation to the Blackberry Festival downtown. W.W.II Vehicle & Equipment display by The Friends of Willie and Joe. Airplane and Helicopter rides. Young Eagles free rides for kids 8 to 17. A great restaurant on the field 360 674 2381 ext.0

**Sep 3-4 CANCELED!** Vans Homecoming Fly-In, Aurora, OR Contact [www.vansaircraft.com](http://www.vansaircraft.com)

**Sep 3-4** 50th Anniversary Aviation Days, Bob Ad-ams Airport, Steamboat Springs, CO 970 871 6009

**Sep 4** First Sunday Open House and Vintage Air-craft Fly-in. Aviation Museum of Santa Paula, Santa Paula Airport, Santa Paula, CA 805 525 1109  
[www.amszp.org](http://www.amszp.org)

**Sep 8-11** Wendover Airfield Airshow 60th Anni-versary of W.W.II Airpower, Wendover, UT/NV

**Sep 9-11** Oregon Int'l Airshow, Hillsboro, OR (Thunderbirds) [www.oregonairshow.com](http://www.oregonairshow.com) (Night show on the 9th 6pm)

**Sep 10** Truckee Tahoe EAA 1073 Pancake Break-fast & Fly-In (TRK), Truckee, CA 7-10 am Come join us for some good food and great camarade-rie. 5\$ donation.

**Sept 10** Antique-Classic Aircraft Display. Modesto Airport, CA 209 610 1180  
<http://www.modairport.com>

**Sep 10** Vintage and Antique Aircraft Display. Art Scholl Miro Field, Rialto, CA 909 874 9108

**Sep 10** Antique and Classic Display Day. Paso Ro-

bles Airport, Paso Robles, CA 805 237 3877  
[www.pasoairport.com](http://www.pasoairport.com)

**Sept 10-11** 6th Annual Aviation Days & Military Vehicle Display, Winnemucca, NV. This is a very good event people and they need your support. If you have the time, energy and gas money to at-tend by all mean do so. The long runways provide the safety we all enjoy regardless of how hot it is. 775-623-3417

**Sep 10-11** Airpower Expo, Cannon AFB, Clovis, NM

**Sep 11** 29th Nervino-Beckwourth Fly-In, Beck-wourth, CA (O02) 7:30 to 11:00AM Portola Rotary Pancake Breakfast, Antique cars and fun for all. Young Eagle rides are being arranged.

**Sep; 11** EAA Chapter 52 Pancake Breakfast & Vin-tage Display, Yolo County Airport, Woodland/Davis, CA

**Sep 15** NBAA Forum, Denver, CO  
<http://web.nbaa.org/public/cs/forums/>

**Sep 15** Business Aircraft & Jet Preview . Western Flight, McClellan/Palomar Airport, San Diego, CA 866 202 0096 [www.jetpreview.com](http://www.jetpreview.com)

**Sep 15-18** Reno National Championship Air Races with the USAF Thunderbirds, Stead Field, Reno, NV [www.airrace.org](http://www.airrace.org) 775 972 6663

**Sep 17** Oroville EAA 1112 Fly-In Breakfast 8-10 am. OFOF Dan Cook Briefing Hut, NW corner of Oroville Airport (OVE) [http://eaa-oroville.8k.c\\*m/breakfast.html](http://eaa-oroville.8k.c*m/breakfast.html)

## **YOU ARE INVITED TO ATTEND**

SLOPA Annual BBQ  
**Saturday October 8, 2005 2-5pm**  
Estrella Warbird Museum  
**4251 Dry Creek Road, Paso Robles**

Drive in - Fly in  
Enjoy the Food  
Tour the Museum and Static Displays  
Menu  
Barbeque Tri Tip and Chicken  
Salad-Beans-Bread  
Desert, Coffee-Tea

No Host Bar will be available

Reservations are necessary and must be received by October 1. Send reservations and \$20.00 pp to:  
SLOPA Treasurer  
10 So. Third St.  
Cayucos Ca. 93430

### **EXTREME SIMPLE GREEN**

from the Canard List, by Bruce Layne

Here's a link to everything you want to know about Extreme Simple Green cleaner, including a lengthy general description (sales pitch), the material safety data sheet (MSDS), a dilution table for typical uses, a prominent logo indicating it meets **Boeing** Spec D6-17487P, and even a form to get a free sample:

[http://industrial.simplegreen.com/ind\\_prod\\_ext\\_mor.php](http://industrial.simplegreen.com/ind_prod_ext_mor.php)

I never used the old Simple Green because it corroded aluminum, and strangely, I didn't like the slight odor. Hopefully the Extreme version will be more pleasing to my nose. I have a small parts washer in the hangar and "parts washer solvent" has been on my EZ To Do list for a couple of years. Maybe I'll fill it with diluted Extreme Simple Green.

BTW - For general cleaning and degreasing, I've been using a spray bottle with the 90% isopropyl alcohol I can get in the pharmacy section of Walmart and any major grocery store. It's good for removing oils, and I thought it was safe for use on almost all surfaces. I recently cleaned the instrument panel and the black face plates on my Narco transponder and COM/NAV radio turned white! It's really ugly. I managed to use a different solvent based cleaner and mostly restore the finish on the transponder, but the COM radio is still a mess. Yet another reason not to like Narco. Anyway, apparently some plastics don't like isopropyl alcohol.

### **HISTORY OF A GLIDER FLIGHT!**

The glider was operating from a gliding site at Dunstable, Bedfordshire, and was being used for a one day training course. At the time of the accident the glider was undertaking the last intended flight of the day for one of two students

on that course. In accordance with the policy of the gliding club, both the instructor and student were wearing parachutes and the instructor had briefed his student on the use of his parachute and how to abandon the glider should this be necessary. Thunderstorm activity had been forecast for the area and although a large area of bad weather could be seen to the north of the airfield from which the glider was operating, it was advancing only very slowly towards the local flying area. Heavy falls of rain and wet snow could be seen beneath the advancing cloud line.

The glider had been towed to 2,200 feet agl and for approximately one hour had been soaring at heights up to 4,000 feet in the area between Leighton Buzzard and Bletchley. For the last part of the flight, the glider returned towards the airfield and was flying along the front edge of this large area of cloud, approximately 500 feet above its base, where the air was rising at 2 to 3 kt. The pilot reported that he was in clear smooth air and close to the cloud. Shortly before the accident, other gliders in the area had been returning to the airfield in view of the approaching bad weather. At a local time of approximately 1709 hrs, after the glider had climbed back towards 3,000 feet, the instructor also decided to return to the airfield ahead of the approaching weather and therefore turned away from the cloud. A short time later when he estimated that his course had diverged from the cloud line by some 30°, and they were approximately 2,500 feet agl (some 300 feet above the cloudbase), at an estimated 800 yards from the cloud in clear air and flying at a speed of some 80 kt, the glider was struck by lightning and large sections of its airframe disintegrated.

From that moment, the instructor later stated that his memory was not particularly clear. He remembered hearing a 'very loud bang' and then 'feeling very draughty'; he also believed that he may have momentarily lost consciousness. On recovering, he felt dazed and remembered slowly becoming aware that 'something was seriously amiss' and that this was 'a real emergency requiring unpleasant and decisive action'. He was able to shout to his student in the front cockpit two or three times to undo his straps and abandon the

glider but, owing to some impairment of his hearing, the student was unable to hear him clearly. The student had already decided to abandon the glider and, after he had departed, the instructor followed but was surprised when he

realised that he had not had to jettison his cockpit canopy. It was estimated that both parachutes had successfully inflated by 1,800 feet agl.

The lightning strike was only witnessed by a few people in the area, but many more saw its immediate aftermath with large items of slowly falling debris, two inflated parachutes, the fuselage descending vertically at high speed and a ball of smoke and fine debris next to the cloud where the glider had been struck. All witnesses reported that the flash of lightning occurred simultaneously with an extremely 'loud crack' and many of these, including one police officer in the centre of the nearby town (Dunstable), expressed the view that it was probably the loudest sound they could remember hearing. It was also recollected by many witnesses that this had been the first lightning flash of a series of discharges which had then occurred in that area over a period of some

15 minutes.

Apart from the damage to the hearing of both occupants, 'sooting' to the upper part of the instructor's jacket, parachute pack and the hair on the back of his head, neither suffered any major injuries as a result of the lightning strike. The student pilot landed on the roof of a disused petrol station adjacent to a busy road in the village of Northall, but escaped major injury. The instructor descended into a nearby field and suffered a broken ankle upon landing. The rescue services were quickly on the scene and both occupants were taken to hospital; the student pilot was allowed to return home later that evening and the instructor was released four days later after surgery to his ankle. For the full report go to: <http://www.pas.rochester.edu/~cline/ASK%20lightning%20strike/ASK%20accident%20report.htm>



**NO LONGER EXPERIMENTAL, FIRST LOCKHEED F-22 IS DELIVERED TO LANGLEY AFB**



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