



# THE GRAPEVINE



EAA CHAPTER 663 Livermore, California

Vol. XXVI, No. 3, March, 2006

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

## NEW OFFICERS

PRESIDENT	BOB FARNAM	449-1513
VICE PRES	BRAD OLSEN	866-9289
TREASURER	BILL BUNCE	510-591-0214
SECRETARY	SCOTT ALAIR	416-0889
PROGRAM COORD	BRAD OLSEN	866-9289
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 HELMS	373-0137
LIBRARIAN	ALAN THAYER	582-7274
WEBMEISTER	GREG LUM	510-482-4681

## NEW BOARD OF DIRECTORS

BRUCE CRUIKSHANK	510-886-6897
RALPH CLOUD	449-1048
HARRY CROSBY	485-9359
ERIC HELMS	373-0137
BILL JEPSON	408-929-1123
GEOFF RUTLEDGE	650-462-1126

**Our March meeting** will take place at 7:30 P.M. on the 2nd of March in the Terminal Building at the Livermore Airport.

## MINUTES: GENERAL MEETING EAA CHAPTER 663, 02/05/06 7:30 PM, TERMINAL BUILDING LVK.

President Bob Farnam called the meeting to order.

Guest Le Gray introduced himself.

The minutes of the January meetings were approved as published in "The Grapevine".

No treasurer's or Young Eagles reports were given.

Geoff Rutledge gave his findings on a photo printer for chapter use for \$199.00. Greg Triplet made a motion to authorize the Board to purchase

the printer. The motion was approved.

Ralph Cloud reported on the latest meeting on airport noise, noise monitoring is in our future!

Bob Farnam spoke of having chapter members volunteer to come up with our monthly program speakers and coordinate them with Brad Olsen.

Ralph Cloud gave an update on his efforts to bring the chapter web site up to the 21st century.

Gordon Jones thanked the chapter for the lifetime membership he was given at the chapter dinner in January.

Break at 8:15 for 10 minutes.

Program: Dan Riemer of the LVK control tower spoke about radio communications and procedures at LVK. Dan said for Experimental aircraft it is helpful to everyone to say your type aircraft, Quickie, Lancair, Glassair, Long EZ, RV.

Dan also said to keep radio talk to a minimum, full read backs are not necessary, when you reply with the last three of your N-number you our acknowledging you understand and will comply with instructions. Just about everyone at the meeting had a chance to ask Dan a question. Dan also said if we would like to give a controller a ride around the valley to call the tower an hour an advance and they probably can arrange it.

Meeting adjourned for pie at 9:30.

## MINUTES: BOARD OF DIRECTORS MEETING, 02/16/06 7:45 PM, BOB FARNAM'S HOUSE.

Present for the meeting... Bob Farnam, Brad Olsen, Bill Bunce, Scott Alair, Ralph Cloud, Geoff Rutledge.

Discussion ensued about getting a guest speaker for the 2007 chapter dinner. Brad Olsen is looking to find a warmer facility to hold the annual chapter dinner.

Geoff Rutledge purchased an Epson Photomate printer that was authorized at the February chapter meeting. Bob Farnam will be the "keeper" of the printer.

Ralph Cloud is cleaning up the chapter web site.

Brad Olsen is putting together names to be drawn from a hat at the March chapter meeting to choose who will be picking a monthly program speaker.

Bob Farnam suggested a list of books and videos in the chapter library be published in the chapter news letter.

Meeting adjourned for pie at 9:30.

Scott Alair is hosting the April 1st fly out to Death Valley National Park "Furnace Creek" (L06). This is your chance to land at an airport and have your altimeter read -211' below sea level. We are meeting on the ramp at 11:00 and will have lunch at the Furnace Creek Ranch. If you have an empty seat and would like a passenger to share the cost of the fuel, or you're a passenger and would like a ride call me (321-1723) and I will try to match up pilots and passengers. April 1, no fooling!

## **BUILD-YOUR-OWN ENGINES!**

Provided by Ralph Cloud

AMERITECH INDUSTRIES, INC. the parent company of *EAGLE ENGINES* and *AMERICAN PROPELLER SERVICE* of Redding, California, a leader in general aviation for over 30 years, is pleased to announce the *Build-Observe & Build-Assist Programs for the XTREEM 360 and XP-360*.

**Watch your engine come to life, or participate in building your own engine.**

The 2-day Build Assist Program will be held in Redding, California once a month on Saturdays and Sundays.

**Two options are available.**

The first option is observation only; this is avail-

able for the individual who would like to learn about the building of the engine along with the basics of engine operation.

The second option is hands-on; this unique opportunity allows the builder who has the desire to build his or her own engine with the assistance of our highly skilled technicians.

The 2-day schedule will consist of classroom training in which you will receive an overview of the facility and program, the repair order, assembly instructions, quality assurance checklist and procedures. Then its off to the assembly room where a review and inspection of parts will take place along with the layout of the tools and equipment required to start the assembly of the engine. Now the fun begins; a complete assembly of the engine from start-to-finish with periodic quality assurance inspections throughout. After the final inspection of the engine is completed the presentation of operators manual, review break-in instructions, maintenance manual and warranty will take place.

Go to their web site, [www.eagleengines.com](http://www.eagleengines.com) or call **(800) 292-7767** for the updated schedule.

## **A GREAT ESCAPE**

One of the more dreaded scenarios in wringing out an acrobatic aircraft is suffering some form of structural failure. Staying within the aircraft's limits will probably always prevent such an event, but unanticipated component fatigue, faulty construction, or other unforeseen factors can occasionally cause in-flight structural failure. In such seemingly hopeless instances, quick thinking and a full understanding of all the forces acting on the aircraft might yet save the day. No incident illustrates this point better than Neil Williams' now legendary recovery from a lower wing spar attachment failure in a Zlin Akrobat.

Williams, a member of the British acrobatic team, was practicing for the 1970 world championships. He **was not** wearing a parachute. He was pulling five Gs at 1,000 feet when he heard a loud bang and felt a severe jolt. The aircraft started rolling to the left. The left wing was folding ominously upward. In spite of full right aileron and rudder, the roll to the left continued and the nose began to drop. At 300 feet, the aircraft was banked vertical

and all control was about to be lost. For most pilots, it would have ended there.

But in much less time than it takes to write these lines, Williams recognized that the wing was folding under a positive G loading and a negative G load might just "unfold" it. He had no idea what the consequences would be, but it was the only option. He took it and applied full left aileron into the roll. As the Zlin rolled inverted into negative G flight, the wing snapped back into position with an almighty bang-audible to onlookers on the ground-and held. At this point the engine stopped. Williams had turned off the fuel, anticipating a crash. He quickly flipped on the fuel switch and the engine roared back to life.

From 150 feet agl, Williams gingerly began to climb and sort out what to do next. He had 8 minutes to decide, the amount of flying time for which the Zlin had sufficient fuel in inverted flight. His knees shook uncontrollably and, as he later said, he thought he was going to die. But he wasn't going without a fight and he already had a plan.

He planned to fly inverted as close to the airfield's grass surface as possible, and then roll upright at

the last second. He even had the presence of mind to first experiment with rolling at altitude to see what effect the direction of roll had on the wing. He rolled left, saw the wing start to fold again and quickly returned to inverted flight. He made his inverted approach and rolled hard right at the last instant. The right wing cleared the ground by 6 inches. The left wing began to fold again but the aircraft settled into the ground upright with a resounding thump and as bits and pieces flew off in every direction, it slid to a stop. Williams was unhurt.

The accident investigation revealed what Williams realized as soon as the wing snapped back into position on the initial roll. The Zlin's wings are each held on by an upper and a lower wing spar attachment. The lower attachment failed as a result of repeated overstress during many hours of unlimited acrobatic flight. The upper spar attachment held and-together with Williams' immense experience, intricate knowledge of the forces acting on the aircraft, and a good dose of luck-it saved the day. Williams' subsequently stated that if he had been wearing a parachute, he would have climbed to altitude and jumped.

**NEWSLETTER EDITOR'S VACATION TIME!!!** Due to forces almost beyond my control, I have been off to Cusco and Machu Picchu in Peru as well as to Quito and the Galapagos Islands in Ecuador. The result, as you can see, is a slightly shorter than usual Grapevine.

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**EAA CHAPTER 663 MEMBERSHIP APPLICATION/RENEWAL FORM**

NAME \_\_\_\_\_ NEW ( ) RENEWAL ( ) DATE \_\_\_\_\_  
ADDRESS \_\_\_\_\_ CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_  
E-MAIL ADDRESS \_\_\_\_\_ HOME PHONE \_\_\_\_\_ WORK PHONE \_\_\_\_\_  
FAX# \_\_\_\_\_ WORK FAX# \_\_\_\_\_ **EAA#** \_\_\_\_\_ RATINGS \_\_\_\_\_  
PROJECT \_\_\_\_\_ FLYING? \_\_\_\_\_ HOURS \_\_\_\_\_ E-MAIL \_\_\_\_\_  
SKILLS, PROGRAMS, I CAN GIVE, ETC. \_\_\_\_\_  
NEED A 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:

Bill Bunce  
2982 Wisteria Lane  
Castro Valley, CA 94546



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