THE GRAPEVINE

EAA CHAPTER 663 Livermore, California Vol. XXVI, No. 5, May, 2006

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

NEW OFFICERS

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PROGRAM CO-ORD	BRAD OLSEN	866-9289
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NEWS LETTER	JOHN MEYER	455-1631
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FLIGHT ADVISOR	BOB FARNAM	449-1513
YOUNG EAGLES	ERIC HELMS	373-0137
LIBRARIAN	ALAN THAYER	582-7274
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NEW BOARD OF DIRECTORS

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

PROGRAM

Our May meeting will take place at 7:30 P.M. on the 4th of May in the Terminal Building at the Livermore Airport. Our program will be a presentation by Geoff Rutledge on the joys of Hang Gliding and a comparison of risks faced by hang glider pilots and other daredevils, such as **YOU!** Come prepared to be amazed!

MINUTES: GENERAL MEETING EAA CHAPTER 663, 04/06/06, 7:30 PM, TERMINAL BUILDING LVK.

Chapter president Bob Farnam called the meeting to order.

Guests present were: Tommy Hayes and Kirk Knight.

The April minutes were approved after the following amendments: The correct chapter web editor address is **<webedeaa663@flash.net>.** Also the Barbecue dates of May 20th, June 17th, July 15th and September 23rd are for the year 2006 NOT 2007.

Treasurer Bill Bunce reported $4,842 in chapter funds.

New business: Brad Olsen reported on the suitability of the Robert Livermore hall to hold our January dinner. A show of hands was taken and a majority agreed to have the dinner at the hall.

Ralph Cloud said because of moving to a new home he has not been able to make as much progress on updating the chapter web site as he had hope to.

John Meyer and Bill Bunce are working on updating the chapter roster.

Bob Farnam spoke about the chapter purchasing an LCD projector, the members response went from "that might be a good idea" to "NO WAY". It was agreed to further research the idea.

Barry Weber said he would coordinate members that are flying to Airventure this year. contact Barry if you would like to go as a group.

Program: Brad Olsen served popcorn while we enjoyed the DVD "16R , *The romance of flying"*.

Meeting adjourned for pie at 9:40.

MINUTES: BOARD OF DIRECTORS MEETING, 04/20/06 7:30 PM, BOB FARNAM'S HOUSE.

Present for the meeting, Bob Farnam, Brad Olsen, Bill Bunce, Scott Alair, Harry Crosby, Ralph Cloud, Eric Helms, Dick Jennings, Geoff Rutledge and

Bruce Cruikshank.

Treasurer Bill Bunce reported $4,969.86 in chapter funds.

Brad Olsen has reserved the Robert Livermore hall out on East Avenue for January 20th 2007.

Bob Farnam discussed the possible chapter purchase of a tube beading tool from ATS. We will vote on it at the May chapter meeting.

Eric Helms reported so far we only have four confirmed "Young Eagles" for 2007. Eric thinks we will have maybe 50 or 60 by mid summer. There was much discussion about various ways to "recruit" more Young Eagles".

Brad Olsen will assign three chapter members each month to come up with the monthly chapter program.

The decision was made to repair the chapter trailer as needed. We will be looking for volunteers to help with this project.

Dick Jennings will bring the new chapter photo album to the chapter meetings so members can give him updated photos of themselves and their projects.

Upcoming local fly-ins/airshows: Watsonville(May 27th&28th), Merced (June 3rd&4th), Golden west (June 9th-11th).

Next chapter meeting May 4th, next board meeting May 18th.

Meeting adjourned for pie at 9:15.

Your Secretary Scott Alair, Life's Short, Fly fast.

The May "Fly out" will be on Saturday May 6th to the Santa Barbara airport.

We will meet at Mercury air center at 11:00 am on the southeast side of the airport. We will then take a 15 minute walk to the Beachside Bar & Cafe and have lunch. If you have any questions please contact Scott Alair at 925-321-17230.

F-22 03-041 STUCK CANOPY

T.Sgt. Robinson 1st MXG/MXQ

• On 10 April 06 at approximately 0815 aircraft 03-041 had a Red Ball for a canopy unlock indication. Attempts to clear the problems by cycling the canopy failed. The final cycling of the canopy resulted in it being in the down and locked position. The canopy would not cycle up from this position trapping the pilot in the cockpit. The aircraft subsequently ground aborted.
• Attempts to manually open the canopy were unsuccessful.
• 27th AMU consulted Lockheed Martin and the F-22A System Program Office to determine alternate methods to open the canopy and extract the pilot.
• After all maintenance options were exhausted, the canopy was cut by fire department personnel and the pilot was extracted at approximately 1315!
• Trouble-shooting of the aircraft is in work.
• Canopy replacement cost is $182,205.

DUCK DOWN WHILE I CUT THRU...

REBOOTING YOUR AIRBUS (AFTER ALL THE SCREENS GO DARK)

from AvWeb

Cures aside, pilots of Airbus A320-series airliners are getting new guidance on what to do if the screens on their electronically based aircraft go blank. "Checklists will be streamlined so rebooting of power is quicker," an Airbus spokesman told the London Daily Mirror after Britain's Air Accidents Investigation Branch released a report on an incident aboard a British Airways A319 last October. The plane was carrying 76 passengers to Budapest from London when most of the electronic displays went blank. The crew was able to bring everything back online in 90 seconds and the pas-

sengers were blissfully unaware of the glitch. The incident brought to light five similar instances on Airbuses.

Is there any foundation to the rumor that Airbus Industries has long subcontracted out the development of all on-board flight software to Microsoft Corporation of Redmond, WA? Is rebooting an Airbus just as simple as pressing CONTROL-ALT-DELETE? Probably not!

This man Gates has to be stopped before he takes over control of the world!!

RELYING ON YOUR KILOBUCK GLASS PANEL

By Wayne Hicks

For those using (or thinking of) glass panels, you might want to consider what you'll do when it fails. I volunteered yesterday as a guinea pig pilot in a follow-on to the NASA EFIS experiment I flew two years ago.
http://www.maddyhome.com/canardpages/pages/waynehicks/efis_report.htm

This time, the experiment focused on how quickly a pilot could recognize EFIS and Synthetic Vision (SV) failures, how quickly he could react to it, and what backup instrumentation he preferably used to recover from it. The FAA will use the results to specify what backup instrumentation must be available and what training should be required. (The new buzz words are "partial panel PFD training!)

We used the Malibu simulator and shot 12 approaches. Eight were "Required Navigational Performance (RNP)" using HITS. If you lose your state vector guidance and/or GPS, you must go missed. The other four were typical GPS approaches with a localizer backup. If you lost guidance, you could continue the approach using traditional backup instruments.

I'll write up the full experience on my web site soon, but here's s somewhat shorter version.

In most runs, something "went wrong" with the EFIS display. The altitude readout would suddenly shift or stop incrementing. The terrain looked "too low" or "too high". The magnetometer (degrees heading) would stop. The guidance cues (flight director and velocity vector) would disappear. In the earlier runs, I was not incorporating the round dials into my scan. I haven't flown on instruments in a year. Anyone with IFR experience knows how rusty you get and how it takes a while for the gages to start "talking to you" again. The PFD is easy and instinctive. No rust. So I was relying solely on the PFD and not cross checking very much, sometimes not at all.

Each time a malfunction came up, I felt myself saying "What the ____?" Then, like any good (?) pilot would do, I found myself intrinsically wasting valuable seconds trying to troubleshoot the failure. In one case, the terrain database quit updating. In the 8 seconds it took me to fully comprehend that "something appeared wrong with the terrain," I flew right past decision height and into the ground! What I should have done was at the SLIGHTEST HINT of something funny, transition immediately to the traditional gauges...and continue flying the plane first! How many times do we hear that, huh? Yet, I killed myself anyway.

Now, they gave me a systems layout a day prior to the experiment that described how the PFD and SV worked, what components were wired to what, and how all those components worked together to display all those magical goodies on the display. Hell, you think I remembered it when the time came?

As the runs continued, I incorporated more and more of the backups into my scan. For each heading and altitude change, I'd use the PFD to start the maneuver, but cross-check against the gages every 5 seconds to ensure the PFD wasn't going out to lunch. At completion, I'd cross check all PFD parameters to the gages. I even cross-checked the HITS course ribbon, state vector and flight director to the CNX80's CDI indicator and the MX20's course lines. When anything looked suspicious on the PFD, I went immediately to the gages. I didn't go back to the EFIS. In the end, the PFD actually became a part of my gage scanning! I would have thought it to be the other way around. This came in handy when they killed HITS during the GPS approach. I simply ignored the PFD and continued the localizer approach using the CNX80 CDI and the MX20 for course guid-

ance.

I came away with the healthy impression that technology is a WONDERFUL thing, but it can fail and put you in a world of hurt.

The bottom line -- Know your equipment:

(1) Know how each parameter is computed.

(2) Know what component drives what parameters.

(3) Know capabilities are lost when hardware fails.

(4) Include mechanical gages, remember how to use them, include them in your PFD scan. They aren't to be thought of as "backups just in case."

Y'ALL BE CAREFUL OUT THERE.

L. Wayne Hicks

The A&P was doing a compression check on the very same Cozy III engine. I had no idea how these were done. They take out the top spark plugs and screw in an adapter for an air hose. They apply 80 psi to the cylinder while HOLDING THE PROP at top dead center.

Well, the prop slipped out the assistant's hand. The other end swung around, slicing him from under the chin to the top of his forehead. Took over 300 stitches to close him back up. The prop knocked him for a loop, and in falling he broke his ankle. He had surgery to install two plates and 6 screws to repair his ankle. He's lucky he didn't get killed.

I thought this was an isolated event until I talked with another A&P in the row of hangars next to me. He removed his ball cap to show me where an RV prop had scalped him just three weeks earlier while doing a compression check! The prop got away from him, too, and literally one-third of his scalp was lifted off his skull.

So, y'all be careful out there, compression checking is a two-man job!

LIFE IN THE BIG CITY

A passenger in a taxi leaned over to ask the driver a question and tapped him on the shoulder.

The driver screamed, lost control of the cab, nearly hit a bus, drove up over the curb, and stopped just inches from a large plate glass window.

For a few moments everything was silent in the cab, and then the still shaking driver said, "I'm sorry but you scared the daylights out of me."

The frightened passenger apologized to the driver and said he didn't realize a mere tap on the shoulder could frighten him so much.

The driver replied, "No, no, I'm sorry, it's entirely my fault. Today is my first day driving a cab. I've been driving a hearse for the last 25 years."

UNDERSTANDING ENGINEERS

A pastor, a doctor and an engineer were waiting one morning for a particularly slow group of golfers. The engineer fumed, "What's with these guys? We must have been waiting for 15 minutes!"

The doctor chimed in, "I don't know, but I've never seen such ineptitude!"

The pastor said, "Hey, here comes the greens keeper. Let's have a word with him."

"Hi George! Say, what's with that group ahead of us? They're rather slow, aren't they?"

The greens keeper replied, "Oh, yes, that's a group of blind firefighters. They lost their sight saving our clubhouse from a fire last year, so we always let them play for free anytime they want to"

The group was silent for a moment.
The pastor said, "That's so sad. I think I will say a special prayer for them tonight."

The doctor said, "Good idea. And I'm going to contact my ophthalmologist buddy and see if there's anything he can do for them."

The engineer said, "Why can't these guys play at night?"

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