



THE GRAPEVINE



EAA CHAPTER 663 Livermore, California

Vol. XXVI, No. 11, November, 2006

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

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THE NOVEMBER, 2006, MEETING

November's meeting will be a presentation from Dick Jones, who will show videos from the Fuji blimp and atmospheric studies conducted using Scaled Composite's Proteus. Dick has an had an aerial photo business for over 30 years
See the following link. <http://www.rjaerial.net>

MINUTES: GENERAL MEETING EAA CHAPTER 663, 10-05-06 7:30 PM LVK TERMINAL BUILDING.

Guests: John Burke, Bill Polaski, Matt Foster.

Treasurer's report: Bill Bunce reported \$3,233.76 in chapter funds.

Business: A sometimes lively discussion amongst several chapter members concerning proposed changes for LVK hangar tenants that could affect

aircraft homebuilders and restorations.

A motion was made to send in an application to the EAA for the chapter to host the 2007 B-17 Aluminum Overcast at LVK.

At our November chapter meeting you can give \$25.00 per person for our **annual chapter dinner** to be held on Saturday January 20th, the scheduled guest speaker is Clay Lacy.

8:15 Ten minute break.

Program: Barry Weber put the chapters new LCD projector to good use showing great photos with narration of his 2006 Air Venture experience.

Meeting adjourned for pie at 9:35.

BOARD MEETING: 10-19-06, 7:30 BOB FARNAM'S PLACE.

Present: Bob Farnam, Bill Bunce, Scott Alair, Ralph Cloud, Geoff Rutledge, Dick Jennings, Bruce Cruikshank, Paul Wiess, Harry Crosby and John Meyer.

Treasurer's report: Bill Bunce reported \$3,266.19 in chapter funds.

Business: The board decided to prorate **new** chapter memberships as follows: January-April \$30.00, May-August \$20.00, September-December \$10.00.

Bob Farnam found out the deadline had already passed for the chapter to submit the application for the **2007 B-17 tour**, so we will try to get it for the 2008 tour.

The next chapter meeting is November 2nd at 7:30 and the next board meeting is on Tuesday November 21st at 7:30.

Meeting adjourned for pie at 8:50.

Life's short, Fly fast.
Scott Alair

A DEATH IN OUR EAA FAMILY

As some of you may have heard, Bill Bunce, our Treasurer, died this week after suffering a massive heart attack last Saturday night at home. All of us who have had the pleasure of knowing and working with Bill are greatly saddened by the loss of our fine friend. Our heartfelt sympathy goes out to Bill's wife and family.

There was a private memorial service the afternoon of Saturday, the 28th. We have no information about any other planned services.

CALIBRATING AIR SPEED INDICATORS- TRY GPS

From: Gary Hertzler

For those of you that weren't aware, there is a great web site that will do the calculation for you.
http://www.reacomp.com/true_airspeed/

One precaution.: When running your 3 speeds be sure that they are all done at the SAME indicated airspeeds. This is a great way to calibrate your panel airspeed indicator at the full range of speeds over which you operate. Just run a series of tests for several indicated airspeeds and run the program to arrive at your calibrated airspeeds and compare those with the panel IAS corrected for altitude and OAT.

Sure takes a lot of BS out of our aircraft bragging.
Gary Hertzler

THE CHAPTER WEB SITE

It has been forcefully brought to my attention that most members have been quite lax in regards to their **personal data on the web site**. E-mail addresses, snail mail addresses and phone numbers tend to be out of date. there are times when it could be to your advantage for other members to be able to contact you. Please do it NOW!

BRASS MONKEY UPDATE

Well, I should have known better than to print an article which I hadn't authenticated. An RV-10 builder named Kevin has pointed out that there is no basis in fact for the article I published.

Snopes says the following:

Origins: Somebody's fanciful imagination is at work cooking up spurious etymologies again. In short, this origin for the phrase "cold enough to freeze the balls off a brass monkey" is nonsense because:

Not even the venerable Oxford English Dictionary, records a usage of "brass monkey" like the one presented here.

When references to "brass monkeys" started appearing in print in the mid-19th century, they did not always mention balls or cold temperatures. It was sometimes cold enough to freeze the ears, tail, nose, or whiskers off a brass monkey. Likewise, it was sometimes *hot* enough to "scald the throat" or "singe the hair" of a brass monkey. These usages are inconsistent with the putative origins offered here.

Warships didn't store cannonballs (or "round shot") on deck around the clock, day after day, on the slight chance that they might go into battle. Space was a precious commodity on sailing ships, and decks were kept as clear as possible in order to allow room for hundreds of men to perform all the tasks necessary for ordinary ship's functions. (Stacking round shot on deck would also create the danger of their breaking free and rolling around loose on deck whenever the ship encountered rough seas.) Cannonballs were stored elsewhere and only brought out when the decks had been cleared for action.

COMM FREQUENCY OR SELDOMCY AS THE CASE MAY BE.

RV-888TH: "Couer D'Alene traffic, Experimental Eight, Eight, Eight, Tango, Hotel, left down wind for runway X, Couer D'Alene"

OUT (Say what?!!)

CHANCE OF A LIFETIME

The following letter was received by Bob Buckthal who was not exactly sure what to do about it.

Charles Mascaro
6820 Murry Rd.
Raleigh, NC 27603
919-662-837

Goodmorning!

Is it possible for a modified internal combustion engine to produce 100% power thousands of feet higher with no turbo or supercharger? Would such a system cut exhaust emissions or use less fuel? Not only can pollutants such as CO, NOx, CyHz (sic) etc. be lowered, this system also reduces CO2 (carbon dioxide) associated with the greenhouse effect

Imagine the possibilities if the above can be achieved.

I am the only person to receive the go ahead to experiment with engines modified with this system. Please no questions about the system as I am not at liberty to discuss it.

These are all pluses. The only minuses are that it takes money and time to apply this modification to an engine. If you have a run-out running engine will you donate it for research? Any other help (engine mount, prop, starter, etc. and funds) will surely be appreciated.

To help with some costs I will distribute a newsletter to all wishing to purchase it.

If you need more information or a complete wish list, please write me at the above address.

Thank you very much for your consideration.

Charles Mascaro

(What was it that P. T. Barnum said about deals like this? *ye ed*)

COMM FREQUENCY OR SELDOMCY AS THE CASE MAY BE.

SR-71: "Oakland Center, Blackbird Zero One. Request flight level 600"

Oakland Center: "Blackbird Zero One, Oakland Center, If you can get to flight level 600, you can have it, sir."

SR-71: "You don't understand. We want to descend to flight level 600."

JAMMED ELEVATOR CONTROLS

By Gary Silver

Gray Eagle Dan "Nasty" McClung, N181DM, of Waleska, GA (404/479-8090) reports that a very new Eagle owner with about 50 hours of aerobatic time called him after having departed nose down following an aileron roll. It took a hard push and 2500 feet of altitude to recover. They grounded the plane, checked all the linkages, reviewed the weight and balance, and the owner enrolled in some additional spin/stall training. Having completed all of the above, Dan and the owner conducted a thorough preflight, double checked the weight and balance and flew the aircraft to 5000 feet. They completed 5 different spins and some intermediate aerobatics. The owner was then asked to demonstrate a few rolls. He was pushing too hard resulting in a near outside snap-stall with nose down recovery. Dan noticed that the owner did not use full aileron during the rolls, so he demonstrated some full deflection rolls. Following the second roll, the stick jammed forward "as if in cement", Dan thought the owner had grabbed it. At 2000 feet AGL. he found himself suddenly 20 degrees nose down with a jammed elevator. With the airport at 12 o'clock and 1 mile, they were down to 1200 feet. At 800 feet AGL, Dan rolled the airplane inverted and pushed full power, resulting in an inverted climb (see, aerobatic training is important). At 2000 feet AGL, with enough altitude to egress, he rolled the Eagle upright and the elevator became "unstuck". The subsequent landing was uneventful. After complete tear down, the problem was found to be an incorrect AN3-7A bolt in the rear control lever. The last 1/8th of the bolt was jamming on the lip of the rear upper extension of the torque tube. When the aileron is fully and aggressively deflected, the entire assembly can be temporarily distorted just enough to catch the end of the over-length bolt on the torque tube extension and prevent the control lever from moving back into the torque tube for up elevator. The bolt should have been an AN3-6A. Careful attention to an extremely tiny detail is warranted. (Like, follow the plans; there was a reason for the shorter bolt other than weight reduction. *ye ed*) Standard aviation practices usually have a good reason.

COMM FREQUENCY OR SELDOMCY AS THE CASE MAY BE.

RV-888TH "San Carlos Tower, 8.8.8.,

Tango, Hotel. Coyote Hills landing. Echo."
SQL Tower: "Eight, Tango, Hotel, San Carlos tower, Report salt plant. Expect left base for three zero." (Female Voice)
RV-888TH "I guess the gals are working today."
SQL Tower: "We prefer to call it an unmanned tower."

WHO THOUGHT THIS OUT FULLY?

USAir recently introduced a special half fare for wives who accompanied their husbands on business trips. Expecting valuable testimonials, the PR department sent out letters to all the wives of businessmen who had used the special rates, asking how they enjoyed their trip.

Letters are still pouring in asking, "What trip?"

TROUBLE-SHOOTING 101

In an earlier life I had a C.O. whose F9F-5 Panther flamed out at 45,000' over Los Angeles. Because he had lots of altitude and didn't want the embarrassment of landing anywhere other than at our base, N.A.S. Miramar, near San Diego; he pointed his glider south and headed home. By the time he reached Oceanside he was low enough to accomplish an air start, which he did with no problem. HOWEVER, he had had many anxious minutes to think about his predicament and he had decided that his fuel control was the culprit and he decided to not rely on such a sneaky piece of hardware. Not to be trusted!

He glided into the Miramar airspace with more than enough altitude to land downwind on either runway 06 or runway 10, but instead decided to make a half-assed flame out approach to 24, which we usually used. By the time he arrived, our whole squadron was out to watch and we began to hold our breaths as he hit the 180 both low (1500') and slow. As he came around his nose kept getting higher and higher until we knew he wasn't going to make it. About that time he came to the same conclusion and went to full throttle. His sink rate slowed, but didn't stop until he was half out of sight behind tall grass. He then rose to 20 or 30 feet and continued on, to land easily on runway 24.

Post flight inspection of the plane revealed grass caught in his port gear strut and his tail skag. Too close for me! Oh, and the maintenance crew never could find anything wrong with the

fuel control. Except for pilot technique and judgment, but they didn't tell *him* that.

COMM FREQUENCY OR SELDOMCY AS THE CASE MAY BE.

SQL Tower: "Experimental Four, Four Echo Delta. San Carlos Tower, Do you realize you just took off from the taxi way?"
344ED: " San Carlos Tower. Three Four, Four Hotel , Sorry about that. Do you want me to come back and try it again?."
SQL Tower: "Tower prefers that you not return."
344ED: "Is there a time limit on that request?"
SQL Tower: "No."

YOUNG EAGLES PROGRAM

Attached is a letter from a Young Eagle program participant. The Young Eagle is my next door neighbor.

I have received **14 Young Eagle applications** in the mail, most likely the direct result of the LVK Airport application day. My personal thanks to those who took the time to sit at the airport and field the questions pertaining to the Young Eagle program.

November 4th will be the chapter's last organized Young Eagles event for 2006. The 14 remaining Young Eagles will be given the opportunity to fly on November 4th. This, of course, requires that we have chapter pilots ready, willing and able to fly all of our young eagles; please make every effort to attend and fly the Young Eagles!!

I will be generating the **2007 Young Eagle** flight dates in the very near future. The flight dates will be presented to the chapter BOD for consideration and approval.

Lastly, should anyone be interested, the reason that I have not been attending the meetings is that I am in school 4 nights a week working on my welding certificate. **If anyone has some welding work** that needs to get done, I am available. I can support SMAW, MIG and TIG welding. You pay for the materials, I do the work for free plus a cold beer!

Eric Helms



Dear Mr. Helms,

I would like to thank you, the EAA Chapter 663 crew and the pilot of the plane for the great ride. I really enjoyed you showing me around the terminal and telling me about planes. I also enjoyed the pilot letting me fly the plane high in the air and helping me get into the plane. The one thing that puzzled me when I got up to the top of the tower was that how all of the pilots and the people in the tower could understand what they were saying to each other. I also took some pictures in the plane and included them in this letter. Thank you again for the fun plane ride.

Sincerely,
Edward Jancaitis





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