



THE GRAPEVINE



EAA CHAPTER 663 Livermore, California

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

OUTGOING OFFICERS

PRESIDENT	BOB FARNAM	449-1513
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TREASURER	BARRY WEBER	454-0627
SECRETARY	SCOTT ALAIR	416-0889
PROGRAM CO-ORD	BRAD OLSON	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
WEB EDITOR	RALPH CLOUD	449-1048

OUTGOING 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

MEETING AND PROGRAM

Our December meeting will take place at 7:30 P.M. on the 6th of December in the Terminal Building at the Livermore Airport. Our program for the night will be a guided pictorial tour of AirVenture 2007 by Barry Weber, who does a wonderful job of taking the pictures AND narrating the tour.

HAZARD REPORT FROM OSHKOSH

Ezs and Cozys have exhaust pipes sticking up into the air, tempting passing kids to put something, anything, into them. Dean Byers for Fox Field in Lancaster, CA reports the following: "I'll tell you that kids pouring Coke into the exhaust pipes is really attempted. On my last outing to Oshkosh, during the after-

noon air show, some kid almost poured his Coke into one of my exhaust pipes. He had to remove a tennis ball to do so. I spoke excitedly to him while he attempted to do it, then his mom starting yelling at me, so I turned to screaming at the mom. Not good EAA ambassadorship, but putting Coke (the real thing, not diet) into an exhaust pipe when you're from the West Coast did not sit too well with me."

MINUTES: GENERAL MEETING EAA CHAPTER 663, 11-01-07, 7:30 PM LVK TERMINAL BUILDING

Guest: Former member, **Bob Jans**, who was visiting from the Netherlands

Treasurer's Report: **Barry Weber** reports \$4,000 plus in chapter funds.

New Business: **Bob Farnam** passed out ballots for the election of chapter officers and Board members. There were no nominations from the floor. The ballots were collected and counted by the Secretary.

The results of the election are as follows:

President:	Ralph Cloud
Vice president:	Don Smith
Treasurer:	Mark Palajac
Secretary:	Bruce Cruikshank

Board of directors: Bob Farnam, Scott Alair, Dick Jennings, Harry Crosby, Steve Richard & Dave Dent.

Members forum: Ralph Cloud spoke about the city of Pleasanton, which is having a

meeting to decide whether or not they are going to sue the city of Livermore to try to stop the building of the new FBO at LVK.

Program: We watched a video of the Lewis & Clark trail filmed from an AirCam and then a video shot from the rear of Cover Girl by Ray McCrea of Barry Weber flying formation in his RV4 with Bruce Cruikshank piloting Cover Girl.

Adjourned for pie at 9:15

**BOARD OF DIRECTORS MEETING, EAA
CHAPTER 663, 11-15-07, 7:30 PM,
BOB FARNAM'S HOME.**

Present: Bob Farnam, Brad Olson, Scott Alair, John Meyer, Dick Jennings, Ralph Cloud, Bruce Cruikshank & Mark Palajac.

Old Business: Discussion on a possible guest speaker for the January 19th Chapter Dinner. Brad Olson brought the menu from the caterer for the January dinner and the finalized the food for the dinner. The Board decided to keep the price for the dinner at \$25.00 per person.

New business: The Board had a discussion of what kind of plaque and what to put on it in memory of Bill Bunce.

Next chapter meeting is on December 6th and the next Board meeting is on December 20th.

Adjourned for pie at 8:45 pm.

Life's short, Fly fast. Scott Alair

**FIRST SOLO CROSS COUNTRY!
From the Canard Aviators Group**

Here's the story! Got signed off to fly my first short solo cross country! YEAH!!!! Took off, got to altitude, leveled out, got speed to 90 knots, everything was good in the world!

Then I picked up a miss in the engine. Oh, SH... (or something like that), thought "my wife is really going to get MAD." Then thought "Fly the Plane". Said to myself, "no, say it out loud", (a promise I made to myself during Paul Connors investigation). So aloud I said "FLY THE D... PLANE" ;-).

Pulled Power back to around 1700 or so. Looked around to pick a spot to ditch it. Decided it would probably glide back to the airport. Set up best glide while making a 180. Looked at what was between me and the airport and didn't get a calming feeling in my stomach. Figured it was probably better to head south to fly along a 4 lane road, back to the airport. Had time to try to diagnose the problem. Felt to me as if I had lost a cylinder. Tried one mag first, then the other to no avail. Pulled carb heat, no luck, ran the same. Eased back on the mixture in case the carb was dumping to much fuel, again no luck. Rechecked my flight path and was concerned I would make the field.

About this time I lost another cylinder. Pucker factor!! So it became obvious I wasn't going to make it back to that airport. But there was one about field 2-3 miles due south. Took a left 90 degrees and headed for the east end of the abandoned runway. Needed a little more power to insure I would come in with enough alt. Since the engine was running worse, I eased the power in to try to get 1500 rpm. Worked! Well, for about that long. Lost another cylinder. Now it was at 900 to 1000 rpm and that airfield is out of the question. Called Dawson Unicom and notified them of my intent to put it down in a field next to the Pecan VOR. Turned left into the field, as opposed to the right toward the pine trees and the end of the runway that I was not going to make in any event. NOW THE ENGINE QUILTS.

I was at about 100 ft agl. and made the mistake of not putting the rest of the flaps down. But that worked out OK. Dropped down to

just above the cotton, and held it off as long as I could. Then the Pucker Factor really kicked in!!!! MY GOD, LOOK HOW BIG THOSE TREES ARE!!



And they are come real fast!!! Finally it just dropped those last 4 feet. I put on the brakes hard but not so hard as to flip me over. Came to a rest 50 feet from the trees. Total distance from touchdown to stop, 100 yards. LONG SIGH!!!!.

Tried to radio the airport that I was down and OK to no avail. Walked 200 yds to the road and waited to company to arrive. And boy, did it ever. Airport had called the Emergency Rescue and every body else in the world. TV station came, etc.

I now KNOW what it feels like to ditch, that's a plus. There was NO damage to the plane, another plus. Except the engine of course. It ate a valve in the #1 cylinder. Which probably cluttered up the rings in the others, we will

find out when we tear the engine down. Made the 6:00 news, not what I had in mind for the day, but it was a good report. WALKED away from the landing, a major plus. Cotton bolls are very hard and sharp! Not a plus! Will try to get the plane out of the field in the next couple days. FAA wasn't too mad, another plus.

Safe landings all
Bob Tilley
Albany, Ga

REMINDER TIME (New badges)

In order to speed up the new badging of the chapter, dig out an electronic picture of your airplane, your project or, failing all of those, yourself. Send the picture to Don Smith at:

<DonaldAldenSmith@yahoo.com>

alt: <Donald@taxsmith.biz>

Or you could bring a photo to the next monthly meeting at the LVK (Livermore airport) terminal, and we will "make and bake (lamine)" your badge on the spot! Chapter members who do not have badges have first priority, and all members who want the new style badge are welcome to request one.

TO A BUILDER ABOUT TO START ON A LONG EZ/COZY OR (CHANGE A FEW WORDS HERE AND THERE) AN RV

Congratulations! Here is how the experience will unfold:

1. You can't wait to get started. You tell all of your friends, you show them pictures and magazine articles. The nice friends ask for a ride as soon as you are done. The second nicest friends ask for a ride after you've been flying awhile, (you then tell them about the 40 hour test period). You're not-so-nice friends tell you that they will never fly in anything you've built. Your worst acquaintances will simply say, "you won't finish it". Your wife

may remind you of the time that you had to call the plumber after your leak repair failed miserably.

2. The plans arrive and you begin to estimate a completion time. This is when your inner pathological liar surfaces. This alter ego will make claims such as, "Four years to completion, tops!" This is also when you set your budget. "Let's see, if the family will eat peanut butter and jelly sandwiches for the next four years, the airplane can be completed on time".

3. Construction starts and you are a man possessed. You begin to see the genius of the Rutan method. You develop your skills as you go and when expert skills are needed, you have them. You spend every spare minute on that airplane. You bring construction photos to work. By this time, all of your friends can recite the performance specifications of your airplane. Your wife may again remind you of the plumber thing.

4. You've resisted it up until now but you give in to the "dark side". You want to modify your airplane. You want to boldly go where no man should go and you deviate from the plans. You quickly learn that any modification will necessitate several other changes that you did not foresee. Construction time soars.

5. After a year of hard work passes, you begin to see that much more work remains. You see that your original completion estimate was grossly optimistic and the energy level of construction begins to decline.

6. At about the halfway mark, you constantly fight pessimism, both yours and of others. Many builders do not make it through this crucial phase of construction and sell their projects. At this time This is a good time to attend Canard fly-ins for a morale booster. However, you must fight another demon; the lure of purchasing someone else's airplane.

The key to this phase of construction is to force yourself to do something for the airplane every day, even if it is to devote only an hour or so. As you plug away, the airplane construction slowly passes.

7. As you are well past the midpoint of construction, it suddenly hits you. "Hey, I'm going to finish this thing!" You discover that the enthusiastic airplane builder is back and with a vengeance! This is when you have the confidence to spend "real" money. The credit card comes out. By this time, the wife is impressed and is surprisingly supportive. Of course, you make many promises of the things that you are going to buy and do for her once the airplane is flying. Did I mention that pathological liar?

8. The airplane is completed. You pass inspection. You fly it for the first time. You could never previously imagine the intense tidal wave of emotions that you feel once you ride on a those wings you built. Every flight is a dream that comes true. And as for me; after 150 hours in the air, I still feel that way.

Welcome to an experience that will change your life, forever.

Bruce Vinnola
ERacer N5ZW

LOST, BUT NOT FOUND!

Well, to start with, I've lost my memory! My memory of who I loaned my drill case to, C.R.S.! The case is a double folded light grey plastic drill case, with up to about a 1/2" drill. May be one or two drills which are not the same as the others, but they are missing, too.

I don't need them immediately, but the few remaining drills in my drill drawer are getting lonely. **HELP!!**



FAT ALBERT INCOMING FROM ALCATRAZ



AND THIS IS? I give up, what is it? A test bed for an SST nose section? A magnificent job of Photoshopping? Aha! It's just another reason why you should get your N/L via e-mail!



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