

THE GRAPEVINE



EAA CHAPTER 663 Livermore, California

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

OFFICERS

PRESIDENT	BOB FARNAM	449-1513
VICE PRES	BRAD OLSON	866-9289
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

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 April meeting will take place at 7:30 P.M. on the 5th of April in the Terminal Building at the Livermore Airport. Following the business meeting we will straggle over to the South side to visit Barry Weber's large hangar, #179. Awaiting us there will be the Glasair that Barry is working on and, overhead, the RV that he's working on.

MINUTES: GENERAL MEETING
EAA CHAPTER 663, 03-01-07 7:30 PM
LVK TERMINAL BUILDING.

Guest: Rick Raymond

Treasurer's report: Barry Weber reported \$5,141.00 in chapter funds. Barry also said the chapter actually made \$210.00 on the January dinner.

Business: Ralph Cloud said the airport manager is

asking for volunteers to help with the LVK open house in September. Contact Ralph if you would like to help.

Ralph also told the chapter that in November his position on the airport planning commission will end do to term limits. If you are a Livermore resident and are interested in the position please contact Ralph.

Brad Olson said there is a nice article in this month's Kit Planes magazine about Bruce Cruikshank.

Break at 8:05

Program: Dave Dent gave a very interesting talk on a 1998 Hawaiian photo mission in a Piper Navajo equipped with a five spectrum infrared camera mounted in the belly.

Adjourned for pie at 9:20.

BOARD MEETING: 03-15-07
AT BOB FARNAM'S PLACE.

Present: Bob Farnam, Barry Weber, Scott Alair, John Meyer, Dick Jennings, Ralph Cloud, Bruce Cruikshank and Brad Olson.

Treasurer's report: Barry Weber reported \$4,281.15 in chapter funds.

Old business: Upon further discussion about what to do with the chapter trailer it was decided that we should sell the current trailer instead of investing more time and money in it because the trailer was design to haul 8,000 lb.. It does not tow very well with our 1,100 lb airplanes. This will be put to a vote at the April general meeting. Barry Weber is going to try once more to purchase back his custom-made trailer from its current owner in Stockton to replace the old trailer.

New business: the Board is still looking for a vol-

unteer to be a membership chairman.

The Board is also looking for a volunteer to build a cart to put the folding chairs on for chapter meetings.

Brad Olson talked about possible guest speakers for future chapter meetings.
Adjourned for pie at 8:40

YOUNG EAGLES PROTECTED FROM AIR-TOUR RULE

EAA and the FAA have reached a deal that will allow Young Eagles flights to continue unhindered by the new rules affecting sightseeing flights. Some parts of the rule (like the one that bans charity flights in uncertified airplanes) naturally raised concerns at EAA but it all got ironed out in meetings in Washington, D.C., that included FAA Administrator Marion Blakey. "Everyone we met with at FAA assured us that there was no intent to harm the Young Eagles program in any manner through the air-tour rule," EAA President Tom Poberezny said.

NOTICE OF PROPOSED RULE MAKING

Section I - No pilot or pilots, or person or persons acting under the direction or suggestion or supervision of a pilot or pilots may try, or attempt to try or make, or make an attempt to try to comprehend or understand any or all, in whole or in part of the herein mentioned Aviation Regulations, except as authorized by the Administrator or an agent appointed by, or inspected by, the Administrator.

Section II - If a pilot, or group of associate pilots becomes aware of, or realizes, or detects, or discovers, or finds that he or she, or they, are or have been beginning to understand the Aviation Regulations, they must immediately, within three 3) days, notify the Administrator in writing.

Section III - Upon receipt of the above-mentioned notice of impending comprehension, the Administrator shall immediately rewrite the Aviation Regulations in such a manner as to eliminate any further comprehension hazards.

Section IV - The Administrator may, at his or her discretion, require the offending pilot or pilots to

attend remedial instruction in Aviation Regulations until such time that the pilot is too confused to be capable of understanding anything.

AEROELECTRIC CONNECTION WEEKEND SEMINAR WITH BOB NUCKOLLS APRIL 21-22, SONOMA SKYPARK

Ch. 1268 has Bob Nuckolls coming out for a seminar at Sonoma Skypark on the weekend of April 21-22 on homebuilding, aircraft electrics, electronics and avionics. It will be two days over the weekend, and costs \$150, with the book an additional \$20 We have the minimum of 20 people registered for him to fly out. We have seating for forty to fifty participants. Instead of trying to describe what the seminar covers, I'm referencing his web page, which you can open with your web browser. View Bob Nuckolls introduction to these seminars at:
<http://aeroelectric.com/seminars/seminars.html>

Please register for the seminar by going directly to <<http://www.aeroelectric.com/seminars/Sonoma.html>> and filling in your information. The seminar is being held in the Sonoma Skypark EAA Chapter 1268 clubhouse at Sonoma Skypark Airport, 0Q9, 21870 Eighth Street East, Hangar B-5, Sonoma, 95476. We will serve lunch both days for a small donation and will have a barbecue at the airport Saturday evening after class. Coffee and pastries will be waiting each morning.



Are You Blind?

Len Kauffman

There is a blind spot in our eyes! Under certain conditions this phenomenon could prevent a pilot from seeing an airplane even if he/she is looking outside. The blind spot is nothing new to most pilots, but is worth revisiting from time to time.

Lets take a look at it again using the two small aircraft pictured above. Hold this page at arms length in front of your eyes. Close your left eye and stare at the center of the Cessna while moving the page slowly toward you, the Jet disappears. Now close your right eye, look at the center of the Jet and bring the page closer, the Cessna disappears. The brain cleverly fills in the blank spot to match the surrounding area.

The blind spot is about 3/4 inch in diameter at one foot from the eye. At a distance of 800 feet, however, it's about 50 feet across and could easily hide an airplane. Move out to one mile and the blind spot is over 300 feet. That's enough to hide a 747. So, what's up with this blind spot? Light entering the eye is focused on the retina at back of the eye where millions of rods and cones sense incoming rays. They send their signals to an area called the optic disc, where they connect to the optic nerve. This circular area, the optic disc, has no rods or cones and is unable to sense light - resulting in the "blind spot." Normally the blind spot in one eye is covered by vision in the other eye so objects are not missed. A person with only one functional eye can overcome the blind spot by constantly moving the eye so an object will not remain in that spot. Those of us with two good eyes could still "lose" an object (perhaps a plane) by staring in one direction while something (side or center windscreen trim, roll bar, pedestal mounted mag compass, large nose, etc.) blocks vision in one eye.

Let's look at a couple examples. First, stare at a prominent object (doorknob, light switch, etc.) ten or more feet away. Now, hold up your hand at arm's length to block vision of that object with your left eye. You'll see it only in your right eye. Keep your hand in place and slowly move your eyes to the left (maintaining the same elevation). The object disappears. If you're outside, try it with a car at around 300 feet away or an airplane at 800 plus feet.

What about that "large nose" -- you thought I was joking, right? For those of us blessed with a particularly prominent proboscis, try this. Look at the object again, but this time turn your head so left-eye vision is blocked by your nose (those with a small nose can experience it by placing a finger on your nose to make it larger.) Now, slowly move your eyes (don't turn your head) to the left. It's gone again.

The nose deal is not likely to be a problem since it requires a somewhat contorted position - but the other examples using cockpit obstructions are quite real. The normal blind spot is about 15 degrees outboard of center- vision for each eye. Anything in your airplane that blocks vision in that position can create a blind spot (obviously, if

the obstruction is wide enough it will block both eyes). The solution, of course, is to ALWAYS keep head and eyes moving. We normally do, but at times could we be tired and maybe a bit bored on a long cross- country flight over uninspiring terrain? Maybe daydreaming a bit? Could we stare long enough for that unseen plane one mile away to come within 200 feet where its wing tips begin to appear? Remember that the "collision" airplane will have no relative motion in the windscreen and could remain in a blind spot if we let it. All this might be just an interesting academic exercise. It's PROBABLY not a real threat. Right?

Stolen from the Ch 152 January N/L.

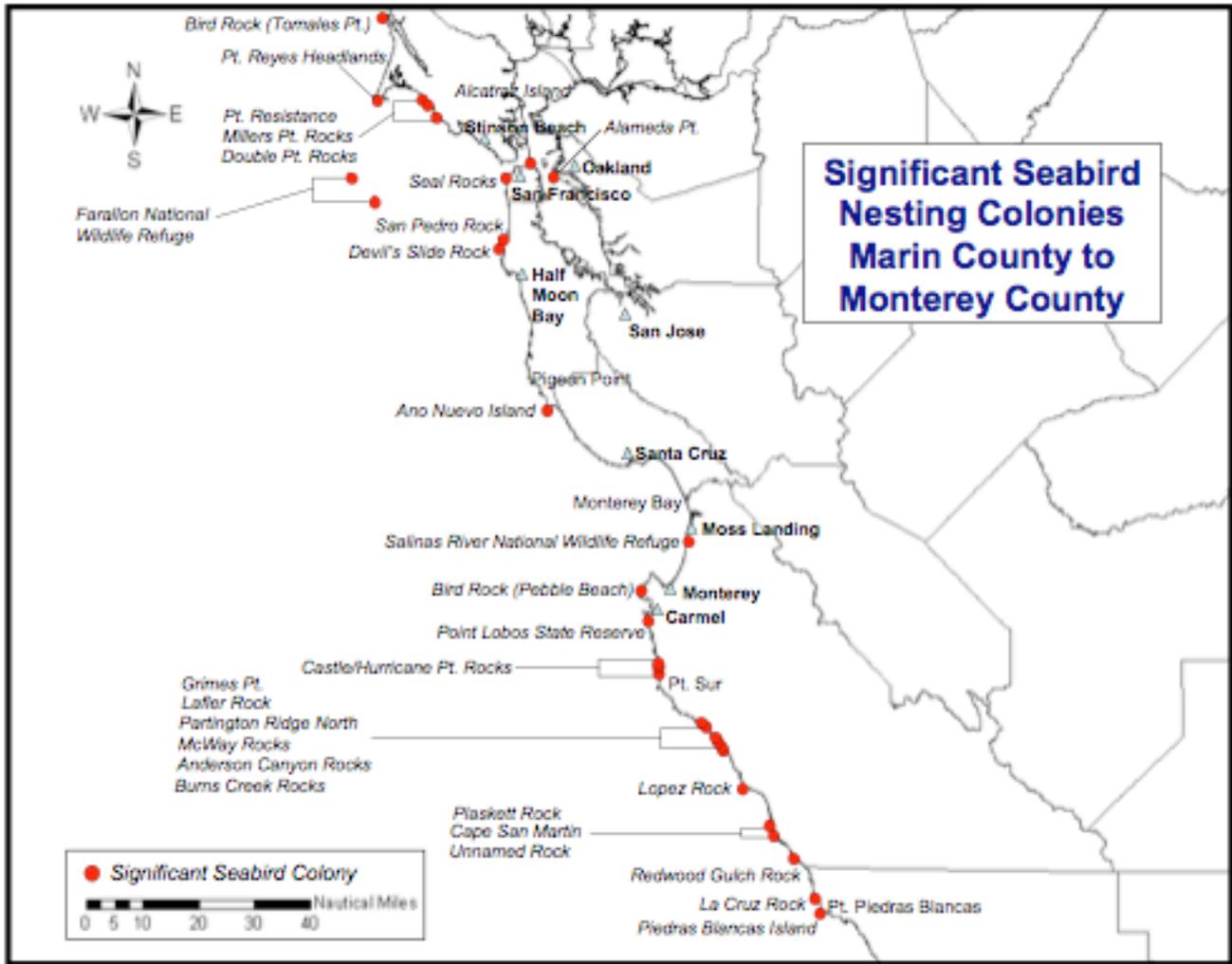
A LITTLE GUIDANCE NEEDED?

A wife was making a breakfast of fried eggs for her husband. Suddenly, her husband burst into the kitchen. "Careful," he said, "CAREFUL! Put in some more butter! Oh my GOD! You're cooking too many at once. TOO MANY! Turn them! TURN THEM NOW! We need more butter. Oh my GOD! WHERE are we going to get MORE BUTTER? They're going to STICK! Careful . CAREFUL! I said be CAREFUL! You NEVER listen to me when you're cooking! Never! Turn them! Hurry up! Are you CRAZY? Have you LOST your mind? Don't forget to salt them. You know you always forget to salt them. Use the salt. USE THE SALT! THE SALT!"

The wife stared at him. "What in the world is wrong with you? You think I don't know how to fry a couple of eggs?" The husband calmly replied, "I just wanted to show you what it feels like when I'm driving."

SEABIRD COLONY PROTECTION PROGRAM

The Chapter recently received a package of materials from NOAA's Gulf of the Farallones National Marine Sanctuary reminding pilots that seabirds are sensitive to aircraft disturbance. A summary of the regulations and a map of the sensitive areas (shown below) can be found at <http://farallonesnoa.gov/ecosystemprotection/mapsandregulations.html> Flight below 1,000' within 1 NM of these areas is prohibited, even over nude beaches!



THE CAFE FOUNDATION Personal Air Vehicles



1st Annual PAV Challenge: August 4-12, 2007

Personal Air Vehicles: The Second Century of Flight

Personal Air Vehicles (PAVs) are a new generation of small aircraft that can extend personal air travel to a much larger segment of the American population. As a solution to America's future mobility needs, NASA aeronautics developed the PAV concept to provide a more distributed and less centralized system of air travel. Near all-weather STOL PAVs will be able to transport people to within just a few miles of their doorstep destination at trip speeds three to four times faster than airlines or cars. NASA predicts that up to 45% of all miles traveled in the future may be in PAVs. This will relieve congestion at metropolitan hub airports and the freeways that surround them, reduce the need to build new highways and save much of the 6.8 billion gallons of fuel wasted in surface gridlock each year.

To stimulate rapid innovation and progress in PAV performance, NASA Centennial Challenges has funded \$2M in cash prizes for a flight competition called the PAV Challenge. The PAV Challenge is modeled after the "X Prize" and will be held annually at the CAFE Foundation's Flight Test Center. CAFE is honored to have been

selected by NASA as the flight test agency for this competition. The first annual PAV Challenge will begin August 4, 2007 with a prize purse of \$250,000.

Some key features of PAVs are:

150-200 mph car that flies above gridlock without traffic delays

Quiet, safe, comfortable and reliable

Simplified operation akin to driving a car

As affordable as travel by car or airliner

Near all-weather, on-demand travel enabled by synthetic vision

Highly fuel efficient and able to use alternative fuels

Up to 800 mile range

Short runway use--Walk to grandma's from small residential airfields--(see example below.)

photo by R. Farnam





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