



THE GRAPEVINE



EAA CHAPTER 663 Livermore, California

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

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MEETING AND PROGRAM

Our February, 2008, meeting will take place in the terminal building at Livermore Airport at 7:30 P.M. On Thursday, the 7th of February, 2008. Our program for the night will be a discussion of the assistance available to the membership through our two Flight Advisors, Bob Farnam and Barry Weber.

MINUTES: GENERAL MEETING, EAA CHAPTER 663, 1/3/08, 7:30 PM LVK TERMINAL BUILDING.

Outgoing chapter President Bob Farnam call the meeting to order and promptly handed the gavel to new chapter President Ralph Cloud like it was a hot potato.

Ralph introduced the other new officers, Don Smith VP, Bruce Cruikshank Secretary, and Mark Palajac Treasurer. The new chapter directors are Scott Alair, Dick Jennings, Harry Crosby, Dave

Dent, Steve Richard, and Bob Farnam. Ralph thanked last year's officers Bob Farnam, Brad Olson, Scott Alair and Barry Weber for their service.

There were **two guests** present. Michael Page, a mechanic for American Airlines, with an interest in small airplanes, and a member of Flying Particles, who thought it was Tuesday night.

The minutes for the December meetings were approved as printed in The Grapevine. Thanks go to Scott Alair.

Treasurer Mark Palajac reported \$3,580.43 in chapter funds. (As of the end of the meeting 30 members had paid dues and 44 had meal tickets for the chapter dinner.)

Business: The annual chapter dinner will be on Saturday, Jan. 19 starting at 6:00 PM. The cost is \$25 per person with food from the same caterer as the last few years. The speaker will be former chapter member Paul Grieshaber with tales of flying down the Grand Canyon. There will be pictures.

The web site has a new master, Brad Olsen. He is currently working on the make-over. It will be viewable with current web browsers, and the goal is to have current news of member projects with pictures and other chapter news like Young Eagles flight schedules.

Announcements: The next board of directors meeting will be 1/17 7:30 at Ralph's place. Next meeting will be 2/7/08.

Member's forum: Dave Dent mentioned the first flight of John Youngblood's Velocity. Congratulations, John.

Break and then Program: Ralph queried those present what they would like for meeting programs. Speakers covering topics like Avgas,

weather, mountain flying, and upholstery were mentioned. Greg Triplett mentioned that it has been some time since there have been any building demonstrations.

Ralph then asked all those present what they were up to with their airplanes or projects.

9:32 pm: Meeting adjourned for pie.

**MINUTES: BOARD OF DIRECTORS,
EAA CHAPTER 663 1/17/08,
7:30 PM AT RALPH'S PLACE**

Ralph Cloud called the meeting to order.

Ralph Cloud, Harry Crosby, Bob Farnam, Dick Jennings, Brad Olsen, John Meyer, Bruce Cruikshank, Mark Palajac, and Scott Alair were present.

Treasurer Mark Palajac reported \$4,786 in chapter funds. 39 members have paid their dues, and the count for the chapter dinner stood at 57 soles.

First item was the **chapter dinner** coming up in two days. Final chores were divvied up among those present with the exception of the table center pieces which Trina Anderson offered to do. The speaker Paul Grieshaber was confirmed. To allow form last minutes arrivals it was decided to order 60 dinners from the caterer.

Transition issues: Don Smith our vice president, not present, is looking for programs suggestions; nothing definite for the February meeting. Bob Farnam will continue to handle the chapter tools. Brad Olsen is getting the chapter web site into shape. (It now works great on Firefox and you can update your member profile.). He would like pictures of member's projects/aircraft for the web site. His e-mail address is: n1tm@pacbell.net. It was mentioned that Steve Richard was elected director without his knowledge (Well, if the truth be known, he was railroaded!) and that he does not want to serve. We need a replacement.

John Meyer proclaimed the first flight of his LongEze on Saturday January 12th. Maybe his plane should be called a LLLLloooooonnnnnngggggEze as it was 27+ years in the making. It was much in the manner

of the Wright Brother first flight, just straight down the runway due to a radio problem (a handheld strapped the leg). Barry Weber was the test pilot and reported no problems, a nice straight airplane. John was congratulated.

9:00 PM meeting adjourned for pie.

Respectfully submitted: Bruce Cruikshank,
Secretary

BACKED--UP SINK CRIPPLES 747



It's often said that aircraft accidents are the result of a series of seemingly innocuous events strung together and the crew of a Qantas Boeing 747 might agree with that. The flight from London to Sydney was 15 minutes from touchdown for a scheduled stop at Bangkok when it lost power from all four engine-driven generators. Backup batteries kept all those displays in front of the pilots glowing through a safe landing but the battery power likely wouldn't have lasted more than another 45 minutes and that would have knocked out the radios and all of the electronic instruments. "In this case it looks as if it has gone to the last stage of emergency power for communication and navigation," Dr. Arvind Sinha, director of aerospace at RMIT University in Melbourne, told the Sydney Morning Herald. "After that it comes down to the skill and experience of the crew." He added that the loss of all four generators is "unheard of" but Murphy can and does find a way, this time through a sink with a clogged drain in the first-class galley. [more] The sink is right over the electrical distribution unit and Boeing engineers evidently

considered the potential for leaks when they put it there. A drip tray is installed to catch any overflow from the sink but the tray on this aircraft was cracked. The water (likely loaded with soaps, acids and other electrolytic substances) leaked through the crack and into the power unit, shorting out the whole works. Qantas fixed this airplane and checked all others before letting them in the air again. Qantas spokesman John Borghetti said the crew did as it was trained to do to arrive at a safe outcome and no similar problems were found on the other planes.

FRIENDS DON'T LET FRIENDS BUILD PLASTIC AIRPLANES

By Marc Zeitlin at Scaled Composites

I have posted the MGS epoxy's Material Safety Data Sheets (MSDS's) to the COZY web site at: http://www.cozybuilders.org/ref_info/ along with the other MSDS's already there.

I was sent these MSDS's and this message by a builder on the COZY list who wishes to remain anonymous. He wrote:

"I went looking for these MSDS's the other day; ACS finally sent them to me. I thought I would forward them to you in case you would like to post them to your web page. Actually, Marc, the reason I went looking for them is I have been diagnosed with Bladder Cancer. After getting my wits about me, I started doing some research and the thing I found of interest is that the #2 risk factor for this disease is exposure to aromatic amines.

<<http://tinyurl.com/3da6ul>>

I contacted a chemist friend who confirmed for me that these products are found in MGS and most other epoxy systems. This is the product I have been using all along, actually both systems L335 at first and L285 for the bulk of the project. I will admit I have been careless at times about using gloves, and it appears the vapors can build up in unventilated spaces. I use a NG heater in the winter months and, of course, not much ventilation.

I have been contemplating posting this info to the group but two things concern me.

#1 I don't really know this is the cause and I don't want to scare other builders needlessly.

#2 I would prefer to keep this private. I think it might be good to poll the group to see if others have been diagnosed or have symptoms (Blood in the urine).

I sincerely hope I'm an isolated case. The chemist has told me the EZpoxy does not use aromatic amines and I may switch to that if I decide to continue building at all. (editor's note: but it has other crap in it that's not good for you - READ THE MSDS's for the epoxy you're using!). I have only the strakes left to finish and am tempted to just go forward with extra caution and EZpoxy. I go in for surgery on the 31st and will know more after the pathology is done, but I'm told I have the "best" kind and it's in a "favorable" stage of development. Prognosis is very good."

We all know that these epoxies are allergens, and *can* cause both mild and severe localized and systemic allergic reactions. They almost always can cause liver problems as well, since the liver filters everything out of your body. It seems also that they *can* be factors in certain cancers, so given all of this, it would behoove us all to take all the care and caution we can when working with these materials.

As proof that there are anti-aviation nuts everywhere, consider the following;

YOU AMERICANS SHOULD CONSIDER YOURSELVES LUCKY

By Robin Stoddart-Stones

Britain has had to contend with South Cambridgeshire Council who have been committed to closing down aviation in the district for many years, despite the fact that they have Duxford, a major aircraft museum and Marshalls, one of the few remaining aircraft companies on their patch.

At various times, their insanity ran to attempting to limit how many aircraft flew over the county up to a height of 100,000 feet (regardless of the presence of a major airway), restricting any airfield to 40 movements per day (including Stansted, one of London's 4 major airports), limiting aircraft to propeller driven (maximum 2) with a maximum horsepower per aircraft of 250 Hp and so on. At one time they even suggested that aircraft over the age of three years were unreliable and should be grounded. (again noting

that they have an internationally respected museum committed to returning aircraft exhibits to flyable condition on their patch)

When their case was challenged and they lost in the High Court they took it to the House of Lords (where they lost again). They spent over a million dollars and were only prevented from mounting an appeal by an instruction from HoL that they should not do so.

They now have implemented a schedule of causing difficulties to try and close down aviation by other means. One was an ordinance that runways etc should be aligned so that they avoided centres of population, then siting new buildings in the course of existing runways! How do you 'realign' 6000 feet of concrete and what do you do with the prevailing wind?

More recently they have taken to approving the building of wind turbines on the approaches to airfields and given permission for housing projects on airfield ground. Of course fighting these permissions affects the financial viability of any airfield.

Their reason for acting in this way seems to be the affiliation of some of its members to environmental activist groups rather than any mandate from the populace or economic strategy... and because they can.

The sad thing is that the behaviour of this particular group is being watched with interest by others, equally committed to killing off anything but the receipt of welfare payments and the watching of television as the only 'safe' activities of which they approve.



GOOD THING THAT THE FAA WASN'T THERE TO COMPLAIN ABOUT RUNWAY INCURSIONS

EAA CHAPTER 663 MEMBERSHIP APPLICATION/RENEWAL FORM

NAME _____ NEW () RENEWAL() DATE _____

ADDRESS _____ CITY _____ STATE _____ ZIP _____

E-MAIL _____ HOME PHONE _____ WORKPHONE _____

FAX# _____ WORKFAX# _____ EAA# _____

RATINGS _____ PROJECT _____ FLYING? _____ HOURS _____

SKILLS, PROGRAMS, I CAN GIVE, ETC. _____

NEED A NAME TAG YES() NO() NAME TAG INFO _____

HANGAR No. _____ SPOUSE'S NAME _____

Please give or send this completed form with a \$30 check (**No cash**, please) to:

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