



# THE GRAPEVINE



EAA CHAPTER 663 Livermore, California Vol. XXVII, No. 7, July, 2008

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

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## BOARD OF DIRECTORS

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## MEETING AND PROGRAM

Our July meeting will take place at 7:30 P.M. on the 3rd of July in the Terminal Building at the Livermore Airport. The program will be a presentation by Dave Dent talking about the Raptor Demonstrator program.

**MINUTES: GENERAL MEETING EAA  
CHAPTER 663, 6/5/08, 7:31 PM,  
TERMINAL BUILDING KLVK.**

**Chapter president Ralph Cloud** called the meeting to order.

**Two guests**, Don Kerns and Brian Graves introduced themselves.

**The minutes** for the May meetings were approved as printed in "The Grapevine". Thank you, Ralph for writing the Board Meeting minutes.

**The treasurer** reported chapter funds totaling \$5392. Mark made an appeal for members to pay dues with checks to ensure proper accounting.

**BUSINESS:** Ralph set in motion the raffle for the last Oshkosh DVD.

**Tools:** Dave Dent reported on his search for an ultrasonic part cleaner. Best deal was \$224.95 for a good quality \_ gallon unit. Barry Weber mentioned that he had a little used cleaner he bought some years ago and offered it to the chapter. He and Dave are to get together to determine its suitability and arrive a price.

**Dave Dent's** application for Technical Advisor has been approved by the EAA . The chapter now has three. Gordon Jones and Bob Sinclair are the others.

**Brad Olsen** reported on progress with the chapter website. Bob Buckthal's pinkish Glasair is the airplane of the month. Click on the Young Eagles link for a slick slide shows of the last two Young Eagle Rallies. The member data base is coming.

**Young Eagle Coordinator** Eric Helms announced that the June rally is canceled but the July 26 rally is still on.

**The next chapter barbeque** will be June 14th. Activities start at 4:00 PM. Bring a dish to share and something to grill for yourself.

Announcements: Next Board of Directors meeting is 7/19/08 at Ralph's. Next meeting 7/3, next barbeque is 7/4.

**Member's Forum:** Larry Fish reported on getting his Lancair 360 certified. There was a discussion how he ended up with DAR Dave Morris. The FAA is making a real effort to eliminate the free inspections. Larry is planning to have Dave do the first flight.

**Break and then Program:** Don Smith introduced Gordon Jones. The meeting was moved to Walter Treadwell's hangar on the south side of the airfield. The members were treated to an inspection of Walter's latest (the fifth) and by far most ambitious of his airplane projects, a 5/8 scale Sikorsky S-38 twin engine amphibian. Gordon Jones, who has done most of the wood work, gave a tour of the project's features and answered questions of those present. This is one impressive project. Thank you Walter and Gordon for this treat.

Meeting adjourned for pie?

Respectfully submitted, Bruce Cruikshank,  
Secretary

**MINUTES: BOARD OF DIRECTORS MEETING, ~7:30 PM, RALPH'S PLACE**

From notes supplied by Ralph Cloud

(Thanks Ralph)

**Ralph** called the meeting to order. Ralph, Bob Cowen, Mark Palajac, Don Smith, Brad Olsen, and Dave Dent were present.

**Mark** reported \$5,555.37 in chapter funds. We currently have 81 paid members.

**Business:** The next chapter barbeque on July 4 (the holiday) will feature Mexican beer and Dr Pepper in addition to the usual drinks.

The subject of a **backup bulb** for the digital projector was brought up. They are not cheap, probably \$275-300. A metal case for the projector was also mentioned. This will be presented at the next general meeting.

**The June Young Eagles Rally** has been canceled.

**Dave Dent** will supply the program for the July meeting discussing the Scaled Composites Raptor and Talon projects.

The basics for the **January 29, 2009 chapter dinner** are in place. The room is reserved and the speaker, pilot/writer, Lauren Paine Jr. is confirmed.

**Announcements:** Next general meeting will be July 3rd (for those who normally drive 580 leave real early); the next board meeting is July 17th.

Meeting adjourned for **pie**.

Respectfully submitted, Bruce Cruikshank,  
Secretary.

**DID YOU KNOW THAT NOT ALL  
HOMEBUILDERS ARE RIVETHEADS!**  
(South African Branch)

This letter was sent to the Canard Aviators group  
by Chris Van Hoof.

This is for those with interest in the climb test of my Cozy. Today we attempted to do a climb test, which is a normal requirement for new planes in South Africa. Our CAA expects one to do this un-

til climb performance has deteriorated to 50'/min. (This defines our service ceiling.)

So we set off and started at 7500' with outside temp at 12° C (54° F). The speed was nailed at 100 knots indicated @ 2200 rpm. We abandoned the test at 19500'. Outside Temp now -3.5° C. I didn't need oxygen as much as I needed a blanket :-)

Anyway, the interesting bit of news is that at that point it still climbs at 300 feet/minute ... there seems to be no end to the beauty of this machine.

Our tests were, of course, inconclusive, because we did not reach the required +50'/min.

I thought that I would have to take an IF rated pilot along for that, tough to get here in Africa :-)  
However, I am composing a letter to the local Control Area, since they very kindly pointed me to a document called: FLEXIBLE/SPECIAL USAGE OF AIRSPACE (FUA)

Later: So we did the climb tests, used a Garman 296 GPS and spent a lot of time later transferring the acquired data.

The Garmin 296 actually records everything every 3 seconds ... how neat, all you want to know all at your fingertips!

So, get to know your GPS, before you start working too hard ... sometimes life is almost too easy :-)

Regards

Chris Van Hoof - Architect - Johannesburg

## DO YOU KNOW THIS RV BUILDER?



Any guesses? And where is he standing?  
And what does it say on his hat?

Answers: Jeremy, Carnegie Hall and VAF





To visit the web page where I found this beauty, go to: <<http://WWW.wrighttools.com/hughes/>>  
There are a number of pictures of this plane and the man, Jim Wright, who replicated it. A bittersweet site!

### FROM THE e-MAIL BAG

Hello Mr. Meyer, My name is Christopher Regis and I represent Paradise USA out of Sebring, FL. We manufacture the P-1, a beautiful high wing, all metal luxurious Light Sport Aircraft (S-LSA). ([www.ParadiseAircraft.us](http://www.ParadiseAircraft.us))

Mr. Meyer we would like to invite everyone at your Chapter to visit us at the Arlington Expo to see our factory-new, third-generation LSA and go for a demo ride. She sips fuel at 5 GPH but is still large enough for a 6' tall man to recline the seat and stretch out fully. This is a great little airplane for personal use or to put into service.

Thank you for your time Mr. Meyer.

Best regards,

Christopher L. Regis  
Sales & Marketing



**PARADISE P-1**

## FRESNO TO OSLO, A VIKING IN REVERSE

By Wes Nelson, EAA Ch.376

When he was a youngster living in his family home in Norway, Erik Hermansen dreamed of the day when he was grown that he would, some day, return home in his own airplane. I remember that Fourth of July when Erik started his trip. He departed from Sierra Sky Park just before dawn. More than a dozen aircraft were waiting to follow him at least as far as the foothills, as he flew toward Mammoth Pass.

The plan was to escort him for a few miles and to meet for breakfast at Merced. More than 24 of Erik's friends and neighbors poured into the airport restaurant that morning. It was the largest EAA Dawn Patrol breakfast in memory.

Erik's trip was very successful. He had prepared the plane, a Mooney that he co-owned with Jim Pratt, very carefully. He had added an 80 gallon tank to the cabin for extra safety over the Atlantic. It goes without saying that even the tiniest detail was not overlooked.

Anyone who has ever flown with Erik knows that he is aware of every mark on the sectional chart. He will point out distant objects on the horizon, and give complete details of the topography.

The trip was not without peril and white knuckles. Carburetor ice did cause the loss of thousands of feet over tens of thousands of acres of ice.

His arrival at Bergen brought friends and officials out on the tarmac in limousines. A TV reporter accompanied him and filmed his interview as he continued his flight to Oslo. Among those greeting him as he returned to his childhood home was his wife, Ann, who had flown

ahead, commercially. When it was all over, Erik put together an interesting video tape.

## AN E-MAIL FROM A VERY HAPPY YOUNG EAGLE FAMILY

Dear Mr. Helms,

Thank you so very much for taking Cary up in your aircraft. He had the most awesome time. This was a life-transforming experience for him (and for all of us, actually - his Dad and I are feeling less phobic about flying!). It is so generous of you to volunteer your time and resources to make it possible for all the kids to experience something that would otherwise most likely be out of reach. My family and I were all very touched by how kind and gracious you and the other pilots and ground support crew were. On top of it being a once-in-a-lifetime type of experience, you and the other gentlemen really just made the whole day special. Thank you seems insufficient, but I guess it will have to do! Hope to see you again!

All the very best wishes,

The Ihm Family

Young, Christine, Cary, and Rhys



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