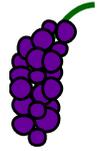




THE GRAPEVINE



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

EAA Chapter 663 Livermore, California

Vol. XXVIII, No. 1, January, 2009

Officers

President Ralph Cloud	449-1048
Vice President Don Smith	785-5824
Treasurer Mark Palajac	454-0627
Secretary Bruce Cruikshank	510-886-6897
Program Co-Ord Don Smith	785-5824
Tech Counselor Dave Dent	447-8055
Tech Counselor Gordon Jones	447-1549
Tech Counselor Bob Sinclair	935-7465
News Letter Emeritus John Meyer	
News Letter Editor Jeffry Larson	209-608-5981
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 Brad Olson	866-9289

Board Of Directors

Scott Alair	321-1723
Harry Crosby	485-9358
Dave Dent	447-8055
Bob Farnam	449-1513
Dick Jennings	862-2345
Bob Cowan	373 0555

January Meeting And Program

NOTICE: Our January meeting will take place at 7:30 P.M. on the 8th of January. The meeting will **NOT** be at the terminal as normal but at FLAG, First Light Aviation Group, 312 Stealth Court, Livermore. Click on the following FLAG link to use Mapquest Maps to find it. [FLAG](#)

Make reservations for the annual Chapter Dinner on Saturday January 24, ASAP. Cocktails will be at 6:30 with buffet dinner at 7:30.

The menu will be: Beverages – assorted wines, soft drinks and water. Hors D'Oeuvres – Swedish Meatballs & 7 Layer dip. Salads – Spinach Salad, Ceasar Salad and Veggie tray. Entrees – Tri-tip roast with gravy and Teriyaki Chicken. Side Dishes – Green Beans and Rice Pilaf. Assorted pies and cakes for dessert.

The speaker is Lauren Paine, Jr. If you are not familiar with him, he is a regular columnist in Sport Aviation. Judging from his writing style, he will be a great speaker that will appeal to both the pilots and the non aviators.

Be sure to get your reservation in by check to the chapter treasurer, Mark Palajac, before the deadline of January 15. Dinner is \$25 per person for chapter members and one guest. Non chapter members are \$30 per person. You can reach Mark by email at: mark_pal@yahoo.com or mail a check to him at: 25 Jacaranda Dr., Fremont, CA 94539.

Our presenter for January is Mike Francis, who will present his Zen Master design, inspired by the Cessna Sky Master and Zenith 801 STOL. He has written an article which will appear in the January issue of *Contact!* Magazine.

Mike, 54, is a transplant to the US from the UK, a PPL, a Manufacturing Automation / Process Control Engineer by day, and like many of us reading this, plays host to a lively imagination and mechanical urge to fix things most evenings and weekends. He's not an IA, not an A & P, just a Computer Engineering Degree from the days when single computers occupied entire rooms rather than sat on desks - in other words just a plain ordinary plane nut. A new member of EAA Chapter 663, he lives with his wife and daughter near Indianapolis, Indiana, and works in Northern California. The morning commute must be brutal.

Oh, but he does have a patent for a Highly Conformable Tape Substrate and Edge Design (S-T-R-E-T-C-H Duct Tape, to you and I). Yes, Stretchable Duct Tape... useful stuff, believe it or not. And right off the bat, let's make it clear that Francis has no connection with Zenith (other than attending one of their Factory Rudder Workshops), and Zenith (at the time of writing) has no connection with the ZenMaster design. That could all change of course.....

Don't miss the program on JAN 8th at FLAG and get reservations in to Mark for the annual chapter dinner.

Minutes: General Meeting EAA Chapter 663, 12/4/2008, 7:30 PM , KLVK Terminal Building.

Chapter president Ralph Cloud called the meeting to order.

There were no guests.

The minutes were approved as printed in "The Grapevine". (yes Bruce, I do read the minutes).

Treasurer Mark reported \$4592.93, and the report was approved. Mark was accepting checks, not cash, for next year's dues and the annual dinner.

Business: The annual dinner: Last date to make a reservation, by paying \$25 for member and \$25 for a guest \$30 for nonmembers, is January 15th. The date is January 24th to have dinner; plenty of airplane (and rotor wing) talk, and listen to guest speaker aviation writer Lauren Paine, Jr.

Since the first Thursday of January 2009 falls on New Years Day, the general meeting will be moved back one week to the 8th and will be held Rick Lindstrom's First Light Aircraft Group facility at 312 Stealth Ct. just east of the airport.

Announcements: Next chapter board meeting will be Thursday Dec. 18th at Ralph's place.

Member's forum: Trina Anderson reported on the coming Tracy City Planning Commission's meeting December 16th concerning shortening runway 30 at Tracy Airport for a water park and other development. She requested pilots attend to state the case for not making any changes to the airport.

Break and then Program: 7:55 the meeting broke up and reconvened at John Youngblood's hangar on the south side of the airport to view and hear about his stunning Oshkosh 2008 award winning Velocity aircraft. The members thank you John. Meeting adjourned for pie.

Minutes: MINUTES: BOARD OF DIRECTORS MEETING, 12/18/2008, 7:35 PM, RALPH'S PLACE.

Ralph Cloud, Brad Olsen, Bob Cowan, Don Smith, Dick Jennings, Bob Farnam, Mark Palajac, Bruce Cruikshank, and Barry Weber were present.

Treasurer Mark reported \$5212.00 in chapter funds. Money is coming in for the annual dinner and next year's dues.

Tools: Barry Weber suggested in time to reconsider the chapter purchasing a dynamic prop balancer. There is a new model MicroVib that sells for \$1400 that is very easy to use. The general feeling is that this is a good idea and will be brought up at the February general meeting.

Brad Olsen reported that he is close to getting the member data base working on the chapter website. New user names and passwords will have to be used.

Don Smith is going to have Mike Francis make a presentation on his project which is a cross of a Cessna Skymaster (337) and a Zenith 801 which he calls the ZenMaster.

First flights for 2008: only Dick Jennings and Larry Fish made the grade.

Plans for the annual dinner were reviewed. The menu for last year will be repeated. There was much talk about wine; (?) Harry Crosby may be tasked with purchasing the wine. Ralph said it would be reasonable to offer up to \$600 to Lauren Paine, Jr, our speaker, for his travel expenses from Oregon. This amount has previously been approved for annual dinner speakers.

Announcements: Next general meeting 1/8/09 at FLAG, 312 Stealth Ct., next board meeting will be 1/22/09.

8:33 pm meeting adjourned for pie.

Respectfully submitted, Bruce Cruikshank, Secretary.

PLEA FOR RELIEF

If you now receive your copy of the chapter newsletter by way of the US Postal Service, you are costing the Chapter more in operating expenses of over \$1 per copy.

When you make the correct decision to receive your newsletter electronically, send an email to: president@caa663.org or jeffrylite@comcast.net.

Special “What did you get from Santa” section this month contains something recently posted on VansAirForce website ([web link](#)) . Hopefully each and every one of you were good and received something most coveted for your aviation illness. Personally, I’m using the coal to heat the hanger.

TOOLS EXPLAINED:

DRILL PRESS: A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, denting the freshly-painted project which you had carefully set in the corner where nothing could get to it.

WIRE WHEEL: Cleans paint off bolts and then throws them somewhere under the workbench with the speed of light. It will also remove fingerprints and hard-earned calluses from fingers in about the time it takes you to say, "Oh ****"

ELECTRIC HAND DRILL: Normally used for spinning pop rivets in their holes until they melt.

SKILL SAW: A portable cutting tool used to make studs too short to use in your remodeling job.

PLIERS: Used to round off bolt heads. Sometimes used in the creation of blood-blisters.

BELT SANDER: An electric sanding tool commonly used to convert minor touch-up jobs into major refinishing jobs.

HACKSAW: One of a family of cutting tools built on the Ouija board principle. It transforms human energy into a crooked, unpredictable motion, and the more

you attempt to influence its course, the more dismal your future becomes.

WISE-GRIPS: Generally used after pliers to completely round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

OXYACETYLENE TORCH: Used almost entirely for lighting various flammable objects in your shop on fire. Also handy for igniting the grease inside the wheel hub out of which you want to remove a bearing race.

TABLE SAW: A large stationary power tool commonly used to launch wood projectiles for testing wall integrity.

HYDRAULIC FLOOR JACK: Used for lowering an automobile to the ground after you have installed your new brake shoes, trapping the jack handle firmly under the bumper.

BAND SAW: A large stationary power saw primarily used by most shops to cut good aluminum sheet into smaller pieces that more easily fit into the trash can after you cut on the inside of the line instead of the outside edge.

TWO-TON ENGINE HOIST: A tool for testing the maximum tensile strength of everything you forgot to disconnect.

PHILLIPS SCREWDRIVER: Normally used to stab the vacuum seals under lids or for opening old-style paper-and-tin oil cans and splashing oil on your shirt; but can also be used, as the name implies, to strip out Phillips screw heads.

STRAIGHT SCREWDRIVER: A tool for opening paint cans. Sometimes used to convert common slotted screws into non-removable screws and butchering your palms.

PRY BAR: A tool used to crumple the metal surrounding that clip or bracket you needed to remove in order to replace a 50 cent part.

HOSE CUTTER: A tool used to make hoses too short.

HAMMER: Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate the most expensive parts adjacent the object we are trying to hit.

UTILITY KNIFE: Used to open and slice through the contents of cardboard cartons delivered to your front door; works particularly well on contents such as seats, vinyl records, liquids in plastic bottles, collector magazines, refund checks, and rubber or plastic parts. Especially useful for slicing work clothes, but only while in use.

******-IT TOOL:** Any handy tool that you grab and throw across the garage while yelling "DAMM-IT" at the top of your lungs. It is also, most often, the next tool that you will need to finish your current project.

“Grapevine Talking” continues this month with an interview with Bruce Cruikshank who flies an award winning RV-4 (Cover Girl) that he owns in partnership with Barry Webber as well as an RV-9A. He is currently waiting on parts for his next project, a Zenith 750. If you have any ideas for questions, thoughts or other ideas that you would like to see incorporated into the newsletter, please send me a note via the email address above.



Grapevine Talking



GVT – *How did you get into flying?*

Bruce – At a very early age, maybe 7-8 at a model airplane meet with Dad, near Newport Beach, watched Blue Angels, I couldn't believe the speed and precision. Growing up I read books and bio's of WWII pilots. Went to college at Cal Poly SLO and joined the flying club. I flew a Champ, Cessna 120 and 150. By the time I graduated had my PPL.

GVT - *When did you decide to build?*

Afflicted with being an acro pilot...over a period of 2-3 years rebuilt a clip wing Taylorcraft while at Cal Poly. Joined Marine Corps and was in the second class of Marines to go through Air Force flight school in 1967/68. Trained in T37 and T38

and then flew the TA-4F when I got back to the Marines. I trained at Cherry Point, NC, and Beaufort, SC. I Flew A4E in Vietnam as part of a one year tour. Part of that assignment was spending 90 days on the ground with the grunts. One day I stepped on a land mine which resulted in the loss of both legs. After rehab at Oakland Naval Hospital, I went to the Oakland Airport where a guy had a Cherokee that had hand controls. I knew I would get back into flying but the Cherokee just wasn't IT.

A Citabria on the field looked like more my style so I tried it on. It didn't fit, as it was too hard to get into with my prosthesis, so the hospital worked with me to modify my legs so could get into it. I developed a hand control to operate heel brakes and leg pylons which attached to the thighs of my prosthesis to work the rudder. Then I had to STC the hardware with the FAA. Made some drawings, sent to LA and after a few months had to have a “demonstrated ability” flight test with a FAA examiner. I flew one of the very best check rides of my life. I got a waiver and a 2nd class medical to go with my commercial rating obtained with the Air Force. Now I was legal to fly the Citabria. I flew it for a few years and about 250 hours.

Sold it and bought a 172 and flew it for a few years. Sold it then bought into partnership in a 150 which I also flew for a few years. I started building RV4 in 1983 from a Van's kit. They didn't resemble anything close to the kits today. Much more cutting, trimming and fabrication was required. Nothing was pre punched or drilled. My health started failing in 1988 as a result of hepatitis C contracted during blood transfusions as a result of the mine. After a liver transplant my health started to return. Finally, after a lot of effort received a 3rd class medical in 1999. The RV-4 took 17 years to complete. This was accomplished after Barry Weber bought into the project and did the fiberglass work and the engine installation. Barry flew the first flight as well as the Phase I 40 hours. I was able to fly it to Oshkosh in 2000. We won a Lindy and made the cover of EAA Experimenter magazine. That's where the name came from, she was now “Cover Girl”. I have about 280 hours in the RV 4 now. Currently have about 1500 hours total flying time....570 in military.

Started building the RV9A in June 2001. It has an Eggenfellner Subaru powerplant. Nicely cruises at 4-6 gallons depending on how much noise you want to put up with. Cruise 3850 rpm at 140 knots on 5.5 to 6 gal./hr. A special boarding platform was made so I could get in and out of the airplane.

Because of my medical situation and the fact that I have an aeronautical engineering degree, I have for years tried to design a motor glider. Keep flailing about and not getting anywhere. Current motor gliders are too expensive.

Currently grounded as a medicine change...will renew after anti-rejection med's change is complete in March.

Recently I ordered Zenith CH 750. I've always enjoyed high wings and going low and slow. 100' landing/takeoff are really appealing. Low wings are not as comfortable close to the ground. High wing removes that feeling. Will put a Continental O-200 in it. That's an engine that I have a lot of time behind and am very comfortable with it. I should be able to fly for a long time as a Sport Pilot.

GVT- What is your biggest unfulfilled airplane fantasy?

Bruce - Flying a small plane across Russia. From what I've read there is great expanse of earth there that would be a lot of beautiful flying adventures. Prisons in Siberia are closer to San Francisco than Moscow. Fly to Europe the back way.

GVT - If you were offered the airplane of your choice, free and clear, what would it be?

Bruce - At this stage of my life....oh boy...an Air Cam or 2nd choice would be T38. Everybody deserves a ride in a T38. Have 120 hours and it's an amazing ride every time.

GVT - If you had a single chance to fly anything just one time, what would that be?

Bruce - Go for broke - SR71 Blackbird.

GVT - If you won the lottery, what airplane(s) would you buy immediately.

Pipistrel Sinus Motor Glider. A new one will cost approximately \$120,000 with a Rotax 912. I'm done with low wing airplanes. High wings are so much

easier to get in and out of.

GVT - What does flying mean to you?

Bruce - An awful lot...short of family just about everything. I end up working on them more than flying. Tinkering is as much fun as the flying. Knowing that you CAN go flying and the freedom of travel in this country is really what it's all about.

GVT - How much are you willing to admit you spend on your aviation "sickness" on an average monthly basis?

Bruce - That's a number I hate to even think about...hanger, insurance...fixed cost \$400. Then there is fuel! It is a horribly expensive habit, but much better than drugs.

GVT - Whom is the best pilot and/or the most awesome aviation demonstration that you have seen in person?

Bruce - Bob Hoover in the Strike Commander.

GVT - Besides cost, what is single biggest concert about flying in today's world?

Bruce - Tossup between FAA and TSA. Our freedom to fly anywhere we want.

GVT - . Most memorable flight experience?

Bruce - So many that I have...a lot to pick from...even have a lot of flights that have nothing memorable about them.....Let me think...so many that vie for the #1 position...The most satisfying was a mission in Vietnam. It was a CAP (combat air patrol) hop. We ended up blowing up land mines with 5" Zuni rockets about 15 miles from Chu Lai, our homeplate. The Zuni rocket was VERY accurate. If you could see the target you could hit it.

GVT - What's the stupidest thing you have ever witnessed in/around an airplane?

Bruce - The time I made an un-stabilized night time approach in an A4C to Beaufort MCAS. It was a real hard landing. We were using the mirror system...very precise...need a very stable approach (have to be quite close to proper approach just to see the meatball) came in quite low (no meatball!) 1/2 mile from the runway...added power and the meatball came up, I was pretty relieved at that point and decided I could make it.

I'm there...reduced power and the meatball disappeared (it just dropped, which means the plane is doing the same), oh crap... I added power, pulled back and whacked it down. As I taxied off the "wheels watch" (guy at end of runway) commented about the really hard landing. Worst landing in my life but thanks to the ruggedness of the A4 was able to walk away. A contributing factor may have been leaving the daytime tinted visor down. In the A-4 you always used the instrument lights because the glare shield (the only large thing in the airplane) kept the panel in the dark. When it gets dark you switch to the clear visor if you have your stuff together. Towards sunset with the tinted visor down, the outside gets very dark, but the instrument panel appears the same.

GVT - *How much difference does belonging to an EAA chapter help or enhances your aviation experience?*

Bruce - It's helped a lot...a lot of assistance from other builders. Learn a lot from other builders, not only on your project or specific problem, but about available resources. They are a good route to find parts, info, where to go for this or that or whom to talk to about getting more information on a particular item. The social aspect is quite appealing. Being able to talk about your passion without having to explain what an AN whatever is.

GVT - *Neatest airport you have ever visited?*

Bruce - Flabob near Riverside.

GVT - *Since you already described your worst landing, what is your best?*

Burce - Probably a roller in a one and only flight in a Funk, had a similar roller in a T38, one in the Citrabria, another in a 172 and two in the RV4. Those are the ones you just don't forget.

GVT - *Comment about tail dragger vs tri-gear pilots.*

Bruce - TD's more fun to land, more feeling of accomplishment. Tri-gears are easier, safer especially on the ground due to the visibility. Not as much worry about encountering something like a taxi or runway light or missing the taxiway!

GVT - *What would you most like to do in an airplane that you haven't already done?*

It would be great to fly around the world. The cost and the magnitude of the project are enormous, but it would be fun to think about the planning and actually doing it. If everyone in the world would just recognize that folks would just like to do it and we didn't have to worry about government regulations and all that other BS, it might be more feasible.

Cool video's found on the internet.

[Plane hits cow, lands safely.](#)

[You landed the Cub where?](#)

[Flying the PBR way via Bull Airlines](#)

[Short landing](#)

What is it?

From November, someone sent me a link. It's a 1924 Anec II with 32 hp and 85 mph.

<http://www.airport-data.com/aircraft/G-EBJO.html>



What is it?

From last month – It's a [Gyroflug](#)



What is it?



2009 EAA 663 Membership Renewal Form.

Name: _____ **New () Renewal () Date** _____

Address _____ **City** _____ **State** _____ **zip** _____

e-mail _____ **Cell Phone** _____ **Home Phone** _____

Work Phone _____ **EAA #** _____

Ratings _____ **Project** _____ **Flying** _____ **Hours** _____

Skills, programs can give etc. _____

Hangar # _____ **Airport Base** _____ **Name of Spouse** _____



EAA CHAPTER 663
16610 Von Sosten Road
Tracy, CA 95304
Jeffrylite@comcast.net or
president@eaa663.org.