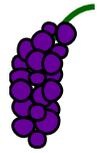




THE GRAPEVINE



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

EAA Chapter 663 Livermore, California

Vol. XXVIII, No. 2, February, 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

February Meeting And Program

NOTICE: Our February meeting will take place at 7:30 P.M. on the 5th of February. The meeting will be at the terminal as normal.

Our Program will feature Kevin Hester. Kevin will say (very) few words about the fun he had building his RV-7A and the fun he has flying it out of KSQL. But the bulk of his talk will be about the aircraft he's bringing with him to the meeting— an unpowered paraglider. If you are curious about an ultra minimal form of thermal flying, you might enjoy hearing about this hobby. Fly for hours over the coast of San Francisco or go on flights so high that you need oxygen (all with a vehicle you can take on a hike).

Paragliding is a recreational and competitive flying sport.

A paraglider is a free-flying, foot-launched aircraft. The pilot sits in a harness suspended below a fabric wing, whose shape is formed by its suspension lines and the pressure of air entering vents in the front of the wing.



For background, the bay area paraglider website is at <http://sfbapa.org/>.

The wikipedia article is also excellent: <http://en.wikipedia.org/wiki/Paragliding>

Additional photos are at:

<http://flickr.com/photos/funkym0nkey/>

MINUTES: GENERAL MEETING: EAA
CHAPTER 663, 1/8/09, 7:52 PM, FIRST LIGHT
AIRCRAFT GROUP, 312 Stealth CT. Livermore

Chapter president Ralph Cloud called the meeting to order.

One guest introduced himself, Jim Garner from Payson, AZ.

The minutes for the December meetings were approved as published in "The Grapevine".

Treasurer Mark Palajac summarized the receipts and expenses for 2008 and reported a total of \$5,032.69 in chapter funds at the end of the year. His report was approved by the members present.

Business: Ralph reviewed final arrangements for the annual dinner January 24th. He requested some volunteers arrive at 6:00 pm to help set up the room. Harry Crosby volunteered to purchase the wine aided by Pete Bodie. It was decided to make Lauren Paine, Jr. and his wife Kay Lyn Paine honorary chapter members for 2009. Ralph reminded those with name tags to please wear them.

Tool man Bob Farnam reported nothing new in the tool department but mentioned that the chapter has a new surplus set of Cleveland 500-5 wheels and brakes, complete with hub caps (Thanks Ralph) for sale to a member or on e-bay (?).

Brad Olsen reported he is still having problems getting the member database to work on the chapter website server, but many members gave favorable comments on the timeliness of information on the site.

Chapter vice president Don Smith mentioned the purchase of a chapter laminator for making name tags. If you want a tag send him a picture of your project.

Announcements: The next board meeting will be Jan. 15th at Ralph's place, next general meeting Feb. 5th.

Member's forum: Trina Anderson reported on the results of two Tracy City Council meetings concerning

the development of a water park and residences adjacent to the Tracy Airport. The development was approved at both meetings. Trina made an appeal for donations to help fight this. The Tracy Pilot Association needs the services of a court recorder and lawyers to join the battle. Dave Anderson did mention that the developer offered to provide 23 acres of open space at the departure end of runway 30 (At 1 am near the end of the second council meeting), but as yet it is only a verbal agreement.

Break and then Program: Rick Lindstrom filled in for Mike Francis who was unable to attend because of a visa problem. Rick, who was hosting the meeting place, gave a rundown of his facility, a builder center/workplace and pilot/mechanic store. A space is available which includes electricity, compressed air and access to several large tools, (shear, brake, drill press, etc.). Rick then showed a computerized video of Mike Francis's ZenMaster. It is basically a Zenith 801 with a second engine in place of the rear seats Cessna Skymaster style. The engines are converted 110 hp. Corvair engines. We look forward to hearing from Mike for further details. Thank you Rick. Meeting adjourned for pie.

Minutes: BOARD OF DIRECTORS MEETING,
1/15/09, 7:40 PM, RALPH'S PLACE.

Ralph Cloud, Don Smith, Dick Jennings, Bob Farnam, Jeffry Larson and Bruce Cruikshank were present.

Treasurer Mark was not present but passed the numbers to Ralph that the chapter is solvent (\$5,032.69) with dues coming in with 57 paid reservations for the annual dinner.

Business: Bob Farnam mentioned the need for a new home for the chapter's bead plaster, as Roger Hansen is in the process of vacating his hangar, its current location. Dave Dent has offered to take custody, and Rick Lindstrom has offered to keep it at his FLAG facility near the airport, more later.

Jeffry Larson reported that he only had to use three stamps to get "The Grapevine" newsletter sent out for January. He also mentioned that he would like

feedback. After hitting the send button, he would like to know what people think; good or bad, sent him a note.

Plans for the annual dinner are nearly complete. Harry Crosby is bringing the wine; we'll try to get Trina Anderson to decorate the tables, and Ralph will bring the desserts. Cocktails start at 6:30 and dinner will be at 7:30. Bob Farnam had a flyer from the LVAA. They are having their annual dinner at the Cattlemen's Restaurant, and are also charging \$25 person. Bob suggested we investigate holding ours there, more to follow.

Don Smith spoke of his plans for the speakers at coming meetings. February will be Kevin Hester, a RV-7A builder and flyer, talking about his paragliding experiences. March will feature Dennis Camponegro and John Youngblood, Vietnam veterans, talking about their war time experience. April we will be honored with another visit from Allan Brown. Good work Don!

Meeting adjourned for pie.

Respectfully submitted, Bruce Cruikshank, Secretary.

Feedback/Questions/Suggestions

Any and all feedback is welcome. In order to make the newsletter entertaining, informative and above all else, something that you enjoy reading every month please take a few minutes to send suggestions, tips, corrections or any other feedback to:
president@eaa663.org or jeffrylite@comcast.net.

"Grapevine Talking" This month we chatted with Bob Buckthal, who has built and flies a Glasair IIS FT dressed in Hot Lavendar. There are always discussions as to what color it is. My son asked what color it was, and told that he had seen it at the last chapter BBQ. To which my daughter replied, Scott, it was the "pink" one. See pictures of ["SunSeeker"](#) and judge for yourself at the EAA Chapter website. If you haven't been to the [website](#) lately, take the opportunity to stop by and view the excellent work by Brad Olsen.



Grapevine Talking



GVT – *What was your first airplane ride?*

Bob – I was 5 years old and my father worked for United Airlines. At a company picnic someone was giving rides in his personal airplane. It was small, tandem and I remember looking out and was amazed at the world going by.

GVT – *Do you have a motto or a live by philosophy related to flying?*

Bob – Keep the shiney side up and don't run out of gas.

GVT - *When did you decide to build?*

I rode my bike to the airport in the 80's, 82-85...not sure exactly what year and ran into Ray McCray building his Long Eze. There were several others building planes at the time but Ray invited me in and took the time to chat about what he was doing. Hart Tibbets was building his RV-4 in a sea of cleco's. It looked way too complicated. Going back to Ray's hanger, it looked smooth and easy, a little fiberglass, a little sanding, pretty simple compared to all those cleco's. I had really not imagined that I could build my own plane until then. After that, I had to convince my lovely bride Sally that flying was something we could do and was safe. I talked her into a trip to Sun Valley Idaho in the Flying Particles 172. The trip there was fine and we had a great time but the trip back was really bumpy, a very rough trip. Finally just past Squaw Peak it smoothed out really nice and sometime after that she was a fan. I guess she figured we had been through the worst and the destination was worth it. In 1990 we went to the Reno Air Races. Glasair had their demo show plane there and Sally sat in the cockpit with a hot sales guy who was making her feel very much appreciated. She looked at me out the cockpit window and asked "Can you make me one of these"? The kit was delivered 6 months later.

GVT – *Any important lessons that you learned while building?*

Bob – I looked at the way guys were building their glass airplanes and just knew that I could do it better. I got the most perfectly straight sanding board and sanded and sanded and sanded. No

matter what I did, the soft stuff always sanded away faster than the hard parts. I filled and sanded for over a year and was still not happy with it. Then Gordon Jones came by with a paint gun and some primer. He shot the whole thing one time and it was done. I had essentially spent a year trying to get it right without success. Gordy convinced me to not try to reinvent the wheel. Just go with what has been proven successful. It was a hard lesson.

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

Bob – That’s easy, a Hot Lavender Glasair. I already have it, I own it and I love it.

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

Bob – An Aircam. It’s open cockpit with 2 engines, flying low and slow. One of the other chapter guys and I were talking the other day about flying out to the Farallon’s and just circling and watching the animals. Nobody would do that in a single engine airplane, but with the dual engine setup of the Aircam, you could do some serious sightseeing in places that you just would try in a single. It would be a real hoot.

GVT – What do you like most about aviation?

Bob – I grew up with it, built model airplanes, my dad was in it for his career and then I built my own. Just hanging around at the airport, shooting the breeze with others just smelling and living aviation.

GVT - Most memorable flight experience?

Bob – I had been flying a lot with Dick Gossen, both of us in our Glasir’s, his faster 3 and mine. One day we were headed to Catalina. We flew to Byron to get the cheap fuel, took off and climbed to an altitude of 10,500 in a beeline to our destination. Somewhere along the way with California spread out below, I had Dire Straits blasting on the stereo with “Money for Nothing and Chicks for Free”. I couldn’t imagine anything in the world being better than it was at that moment.

GVT - Any other flying memories come to mind?

One time Bob Farnam rode to Oshkosh with me. As we descended into Belle Forsche SD there were two big puffies right in front of us. I asked Bob if I could dip a wing into one of the clouds. Somehow,

I missed. A big puffie and I just wanted to dip a wing into it and I missed. How do you miss a cloud? When do you know if you are close enough to dip in a wing. Anyway, after we landed, this big lanky cowboy sauntered up to us. This guy could have been straight out of the movies, Gary Cooper, John Wayne...anyone. He was tall, lean, lanky with boots, buckle and hat, complete with the leathered face. He was the real deal. There was no hurry in his walk, no hesitation, just a slow steady saunter. With a smile on his face he asked “You boys ain’t from around here are you, cuz no one from around here would paint an airplane that color”. Turns out he was a local rancher that had his plane there for service. He used the airplane everyday to check his cattle and monitor his ranch. He knew we were from California before he asked. In spite of that we visited for almost an hour and just had a fantastic time. I can’t say enough about the people of this great country and airplane folks in general. Those out of the way destinations always seem to provide a genuine look into the greatest assets of America.

GVT- What is your biggest unfulfilled airplane fantasy?

Bob – A victory lap of the USA. Find out which way the wind is blowing and take off with a tailwind. Fly until I need to break. Next morning, find the tailwind and go that way until I need another break. I’ve flown to Oshkosh several times and every time we stop at some out of the way airport, the people, the place or the happenings just makes every one of them a fun and unique experience. America is such a great place and the people associated or around airplanes are just tremendous. Of course we have to hit Margaretville in Key West Florida and of course Kill Devil Hills. You can’t fly around this country without paying homage to our brothers Orville and Wilber. After all, we are all home builders. 2009 looks like a good year for completion of this fantasy.

GVT – What strikes you as the craziest thing about aviation?

Bob – Taildraggers. Those pilots are just looking for an opportunity to challenge Mother Nature every day. They are betting that their skills are better than her every time they go up. In the old days, pilots would take off from anywhere and land anywhere, any old field would do. The only thing

they were concerned about was which way the wind was blowing. They point the airplane into it and take off. Landing they would point it into the wind and land. Now we have runways. You can't just point it into the wind. It just makes sense to put that balance wheel on the front and not test the inherent instability of the conventional gear.

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

A guy on the field had a Fisher Celebrity. He maintained that he had built it, but Fisher had never heard of him. They seemed to know the whereabouts of all their kits and they didn't know him. However, he steadfastly maintained that he had built it. Upon closer examination, it appeared to be way out of balance with way too much weight forward. Even moving the battery from the firewall to the tail plane didn't fix the problem. He stubbornly refused to believe that it was not safe to fly and a week or so later embarked on his first flight. Predictably he crashed on landing. Fortunately he wasn't going fast enough to hurt himself and he literally ran away. Some people just refuse to believe what they don't want to believe.

GVT - Neatest airport you have ever visited?

Bob – Rancho at Chico without a doubt. Only airport that I have visited where they are having at least as much fun, maybe more than we have here at Livermore.

GVT – Describe your best landing?

Bob – A bunch of us from the LVK were at a grand flyin in Mulege Mexico. There were probably 15 of us and we had two 4 place airplanes. We went to eat at a little restaurant about 10 miles away and we ferried loads back and forth. We were all sitting there and having a great time until someone reminded us that it was illegal fly at night in Mexico. At that time there were armed guards at each airport and we didn't want to break the law. There was a mad scramble back to the airport and we started ferrying people back to the other airport. I came back to get the last load. As I spun it around, people piled in and it seemed like their feet were still hanging out the door as I powered up the 182. Approaching the landing field, I was waiting for our other plane to tell me over the radio that they were clear of the runway. It was real close to

dark, but you could still see. Finally I got the signal and I hit the electric flaps to full down, spun the trim wheel forward and pulled the power back. The airplane slowed evenly as I pointed the nose down sharply, banked hard and aimed it for the dirt. In a stunning display of raw skill I got the trim and throttle perfectly matched in only one move. Despite the initial steep descent that did draw some rustling and other signs of apprehension from the seasoned pilots in the back, the 182 glided perfectly on to the dirt strip. There was no bump, plop or jolt, just the sound of tires spooling up. And I got 3 aviators to witness the best landing ever.

GVT – What about your worst landing?

Bob – Flying to Catalina in the Sunseeker. I was southbound reading a chart showing north up. I flew a perfect pattern to the wrong runway. At any rate, I crossed the threshold of runway 4 with a 10-15 knot tailwind and set it down without incident. Later when I was paying my fees, the guy kinda chuckled and asked why I landed on 4 instead of 22 which at Catalina almost always has the wind down 22. Ooops.

GVT – What does Sport Pilot mean to you?

Bob – It's really not applicable to me, but I think it's good for aviation. Hopefully it will bring a lot more people into it. I think all of us hope that some of the "less restrictions" will rub off and be applied to the rest of GA. It does bring us a unique opportunity in regards to the class of airplanes that fit into it. Airplanes have always been about bigger, faster etc. If you want to go faster, you burn more fuel, so you need a bigger airplane to haul around the necessary fuel. With this LSA definition, there is a limit of 120 knots and 1320 pounds. It's an opportunity for business to design and build something that will achieve better fuel economy. The GA standard has always been something like 10 mpg. To realize the potential of LSA, we need to make an airplane that will cruise at the designed 120 knots, but get 30-40 mpg. With today's technology, surely we can put a nice airplane into the air that flies within the limits, but has the safety factor of ample hp. Speed can be limited to 120 kts with electronic controls that produce dazzling fuel economy at the same time. What's out there for LSA's today offers some of that, but nobody has the complete package yet. I think that's a doable goal.

Cool video's found on the internet.

[Airplane Jump](#)

[Airplane Fishing](#)

The San Francisco Chronicle had a front page story about a plane crash in 1956 that was very similar to the recent water landing. Like the current incident, all the people survived. However, there were 44 cases of live canaries on the 1956 flight and the pilot was troubled by their loss to his deathbed years later. This is an amazing story, read it at:

<http://www.sfgate.com/cgi-bin/article.cgi?f=/c/a/2009/01/24/MN7L15E4IC.DTL>

What is it?

From last month – It's someone with more time and Photoshop skills than you or I.



What is it?



What is it?

An Extra this month....Yes, it's a boat.



The following letter was sent to me by a fellow chapter member. It speaks volumes about the tunnel vision that some people have in regards to the real world. I would love to be a "mouse in the corner" when this letter was delivered to the complainer that had his day at the mall disrupted.

WHAT A LETTER.....

Luke AFB is west of Phoenix and is rapidly being surrounded by civilization that complains about the noise from the base and its planes, forgetting that it was there long before they were. A certain lieutenant colonel at Luke AFB deserves a big pat on the back. Apparently, an individual who lives somewhere near Luke AFB wrote the local paper complaining about a group of F-16s that disturbed his/her day at the mall.

When that individual read the response from a Luke AFB officer, it must have stung quite a bit.

The complaint:

'Question of the day for Luke Air Force Base: Whom do we thank for the morning air show? Last Wednesday, at precisely 9:11 A.M., a tight formation of four F-16 jets made a low pass over Arrowhead Mall, continuing west over Bell Road at approximately 500 feet. Imagine our good fortune! Do the Tom Cruise-wannabes feel we need this wake-up call, or were they trying to impress the cashiers at Mervyns early bird special? Any response would be appreciated.'

The response:

Regarding 'A wake-up call from Luke's jets'. On June 15, at precisely 9:12 a.m., a perfectly timed four-ship fly by of F-16s from the 63rd Fighter Squadron at Luke Air Force Base flew over the grave of Capt. Jeremy Fresques. Capt Fresques was an Air Force officer who was previously stationed at Luke Air Force Base and was killed in Iraq on May 30, Memorial Day.

At 9 a.m. on June 15, his family and friends gathered at Sunland Memorial Park in Sun City to mourn the loss of a husband, son and friend. Based on the letter writer's recount of the fly by, and because of the jet noise, I'm sure you didn't hear the 21-gun salute, the playing of taps, or my words to the widow and parents of Capt. Fresques as I gave them their son's flag on behalf of the President of the United States and all those veterans and servicemen and women who understand the sacrifices they have endured.

A four-ship fly by is a display of respect the Air Force gives to those who give their lives in defense of freedom. We are professional aviators and take our jobs seriously, and on June 15 what the letter writer witnessed was four officers lining up to pay their ultimate respects.

The letter writer asks, 'Whom do we thank for the morning air show? The 56th Fighter Wing will make the call for you, and forward your thanks to the widow and parents of Capt Fresques, and thank them for you, for it was in their honor that my pilots flew the most honorable formation of their lives.

Only 2 defining forces have ever offered to die for you....Jesus Christ and the American Soldier. One died for your soul, the other for your freedom.

Lt. Col. Grant L. Rosensteel, Jr.
USAF

Editorial:

I don't know about you, but that letter caused me to sit up straight, tip my adult beverage to the sky and salute all those that have given their all for our country and what we believe in. On any given day, we have the freedom to drive to the airport, shoot the bull with our friends and colleagues, pull out the GPS, Flight Guide, Chart or whatever strikes our fancy and plot a course to some destination. After the pre-flight, we make our prescribed rounds for any of a multitude of reasons. Flying for breakfast, shopping, visiting friends, a little business hop or perhaps to help a friend, there are a multitude of reasons that we do what we do. Most of all, we do it to fly, mostly because we can. It really doesn't matter if we grease it on the runway or bounce it down the strip, dirt, asphalt, grass or concrete.....ok...it does matter, after all this is a matter of pride. We do it because we like the precision, focus and principles that are required of flight.

The American aviator is proud, dedicated and above all else, determined to make a difference. Regardless of whether it's taking a Young Eagle for his/her first trip to the sky, convincing a work colleague or neighbor that it's really cool, or tooling around with someone that loves flying as much as you, the trip away from Earth is reason in itself to celebrate.

If you bet on the Super Bowl and lost, there is always next year. The Cubs will win the Series again someday and the 49'rs and Raiders will get another crack at the big dance, hopefully in the not too distant future.

I think Bob said it best when we talked about flying yesterday, "The destination is the best reason to fly". I'm not there yet, but so far, I'm having a really good time with the trip.



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