



THE GRAPEVINE



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

Vol. XXVIII,



No. 3, March, 2009

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March Meeting And Program

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

Calendar:

March 2009

S	M	T	W	T	F	S
1	2	3	4	5	6	7

April 2009

S	M	T	W	T	F	S
	1	2	3	4		

May 2009

S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9

March – Major Dennis Caponigro USMC Talk/Q&A

April – Alan Brown – F-117 Stealth Development

May - TBD

Our March Program will feature Major Dennis Caponigro, USMC, served in the US Marines from 1962 to 1972. Dennis saw duty in Vietnam as an F4 Fighter pilot. He was involved in many campaigns, including Yankee Station, Iron Hand, Dart and Linebacker, and was awarded the Distinguished Flying Cross. Major Caponigro served on the USS Enterprise, the USS Kitty Hawk, and was also stationed in Da Nang. Dennis will talk about two campaigns and then enlighten us with a lively Q & A session



NATIONAL FLIGHT LOG




MAJ. DENNIS A. CAPONIGRO, USMC
 Service Number: 0084910
 Service Date In: 11 January 1962
 Service Date Out: 15 March 1972

FLIGHT LOG ID: 3508
 Date of Birth: 8 June 1939
 Date of Commission: 29 May 1962

DD214: Honorable
 Aviation Designation: Naval Aviator - Designator 1310 21 September 1963
 School/College Attended: Villanova University B.S. Chemistry
 City, State: Villanova, PA
 Highest Personal Decoration or Award: DFC

Theaters/Campaigns:
 RVN; Yankee Station; Iron Hand; Flaming Dart; Linebacker

Aircraft:
 T-34B; T-28; A-4; F-8; F-4B;
 Primary MOS: 7521 F-4B

Ships/Units/Deployments:
 Enterprise (CVN-65) Task Force 77
 Kitty Hawk (CV-63) Task Force 77
 VMF-323 2nd MAW Cherry Point
 Da Nang RVN
 Yankee Station/Tonkin Gulf

NAVY PERSONNEL COMMAND
 Bureau of Naval Personnel

BuPers 10-9192

MINUTES: GENERAL MEETING EAA CHAPTER 663, 2/5/2009, 7:30 PM, TERMINAL BUILDING KLVK.

Chapter president Ralph Cloud called the meeting to order.

One guest, our program speaker Kevin Hester, introduced himself.

The minutes of the January meetings were approved as printed in "The Grapevine".

Treasurer Mark Palajac reported \$4845.93 in chapter funds. A \$680 refund is expected from the annual dinner facility. So far it looks like the annual dinner is in the red about \$500 mostly for speaker expenses. So far 63 members have paid dues for this year. Mark's report was approved.

Business: The dinner was a success with many compliments and no complaints. Ralph thanked Bob Farnam for coordinating with the caterer, Bard Olson for arranging of the facility, Trina and Dave Anderson for decorating the tables, and Harry Crosby for hosting speaker Lauren Paine Jr. and (importantly) bringing the wine. Good work Ralph!

Ralph made an appeal for a picture program. Pictures of projects, airplanes, and people involved in their building and flying can be sent to Brad Olson at webbed@eaa663.org

Tools: Bob Farnam reminded members the chapter has an unused set of Cleveland 500-5 wheels and brakes for sale. It was also announced that Geoff Rutledge has taken over Roger Hansen's old hangar so the chapter's bead plaster does not need relocating.

Young Eagles: Someone at "the city" had the airport remove Young Eagles sign from the fence at the northeast corner of the airport. Apparently there is a regulation against unauthorized commercial signs at the airport. Ralph responded to "the city" that we are a nonprofit community organization. There may be some accommodation in the future.

The first Young Eagle is scheduled for April 18th.

Announcements: The next board meeting will be 2/19 at Ralph's place, the next general meeting 3/5.

Member's forum: Rich Vetterli reported on the success of the Corvair College held at FLAG Jan 16-18. Several engines were nearly completed. Rick Lindstrom showed off a product he is selling at FLAG, AveoEngineering's AVEOFLASH. A very fifty light weight combined wingtip anticollision/nav light system using LED's, and drawing little current. First flights: Wilson Hoffman made the first flight in his RV-9A on 1/29. He took some RV training from Reuven Silberman in San Diego. Barry Weber flew Bob Cowan's RV-7A for the first time 1/31. The plane flew well, but what is probably an instrumentation problem cut the flight to a single circuit of the pattern. Barry's main comment: Saturday is a BAD day for first flight activity at KLVK! Trina Anderson mentioned that Tracy Airport is celebrating its 50th birthday 4/25. They want airplanes for static display.

Break and then program: Don Smith introduced Kevin Hester who picked up his "aircraft" and placed it on the table at the front of the room. For the next hour Kevin told of the hows, whys and joys to be had hanging from your wing. Paragliding, looks like it would be great fun. Thank you Kevin.

Meeting adjourned for pie.

MINUTES: BOARD OF DIRECTORS MEETING, 2/19/09, 7:38 PM, RALPH'S PLACE.

Ralph Cloud, Mark Palajac, Dick Jennings, Bob Farnam, Jeffry Larson, Bruce Cruikshank, Brad Olson, Bob Cowan and (a bit later) Don Smith were present.

Treasurer Mark reported \$5659 in chapter funds with 65 paid up members. The deposits for the annual dinner have been returned.

Business: Probable dates for this year's chapter barbeques were set: May 9th, June 7th (a Sunday), July 4th, August 15th, September 12th and October 24th.

The 2010 annual dinner will be January 23, at the same place. Bob Cowan suggested we try and get

Lane Wallace to speak again. Who knows what she'll have to talk about by then; the current "Flying" magazine has stories about her flying in the U2.

Ralph mentioned the chapter picture program. Pictures can be sent to pictures@eaa663.org for posting to the chapter's website.

Ralph has gotten the local Masons to give the chapter a pile of folding chairs. Now all we need is a suitable cart to store the folded chairs under the counter below the bulletin board in the Terminal Building.

Tools: A discussion led to considering selling the set of Cleveland 500-5 wheels and brakes on E-Bay. Bob Farnam the tool guy also expressed a need for a locking metal cabinet for storage of many of the chapter tools. (Anybody got a spare cabinet? Donations will be accepted.)

Jeffry reported that so far he has gotten little feedback from readers. He wants more.

Don Smith has lined up Dennis Caponigro who will give a brief presentation and answer questions about flying Marine Corps F-4's in several campaigns during the Vietnam War. Allan Brown will return in April to discuss the aerodynamics of the F-117.

Announcements: The Golden West Flyin is going to be June 12-13-14 and they are looking for volunteers. Our first Young Eagles Rally will be April 18th and on the third Saturday of the month thereafter.

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.

Mailbag:

The chapter received the following email. It will be one of the discussion topics at this month's meeting.

Dear Fellow EAA Members,

My name is Mitchell Robles and I am writing to you from Riverside California, home of EAA Chapter 1. I am a student at Wathen Aviation High School at Flabob Airport, here in Southern California. I have been attending WAHS for three years and I am a junior, already eager to graduate. I have been able to have many opportunities here at the school, I am learning how to fly, I have learned much about the engine of the aircraft and its systems, I am on a team that is building an airplane (the Stinson Project) and I have been able to become a member of the EAA. The reason I am writing to you is because I may not get the chance to graduate from my school. As we all know our country is in a recession and California is one of the worst off financially. Many of the California schools funds have been cut and WAHS was hit hard. Being an extremely small school, 60 students, we are on the verge of shutting down. That is why my friend Adrian Ortiz and I have come up with an idea to send out letters to all of the EAA chapters and asking for donations of small amounts. Even five dollars will help immensely. Anything to help our school stay alive will be greatly appreciated.

Having a high school on the grounds of an airport, not to mention an historical airport, is one of the greatest privileges I have had in my life. Being around veterans from every war, everyday really helps me appreciate America and the people protecting it. Every day I feel like I am growing closer and close to this airport and its people, it is really like a second family to all of us. Our generous benefactor, Mr. Tom Wathen, has agreed to match every dollar we raise 2 to 1!. If your EAA Chapter feels moved to help us save our school and with a donation of \$5, \$10 or \$20, we, as aviation students and fellow EAA members, will not disappoint you, and vow to carry on the tradition of aviation! Thank you for taking the time to read my letter.

For more information call Kathy @ (951) 683-2309 X 104 or email Kathy@flabob.org.

Donations can be mailed to: Thomas W. Wathen Foundation, 4130 Mennes Ave., Riverside, CA 92509 Non-Profit# 95-4752331

Sincerely
Mitchell J. Robles

“Grapevine Talking” This month we chatted with Gordon Jones, who has built and flies a Long EZ that he completed in 1985. Might this now be considered a “classic”? . If you haven’t been to the chapter [website](#) lately, take the opportunity to stop by and view the excellent work by Brad Olsen.



GVT – What was your first airplane ride?

Gordon – High school in Nebraska. Bummed a ride in a Cub by hanging out at the airport. Later I flew with a local guy that had a Champ with the doors off and was taking pictures of surrounding farms. He needed someone to hold the stick while he took pictures. I went with him quite a few times.

GVT – How did you actually get started flying?

Gordon – I always wanted learn to fly, but even though I was in the Air Force, I was never anything but a passenger. After moving to California, raising a family, a job, just seemed like it was always on the back burner. Finally started taking lessons at the Livermore airport, and got my PPL in 1979.

GVT – What made you decide to build an airplane?

Gordon – I was flying rentals, and I guess it’s because I’m picky, but several times I refused to fly an airplane during pre-flight. They just didn’t seem to be kept up to what I considered safe standards. I guess the final straw was a 152 that left me stranded in Oroville, needing a fair amount of work on it just to get it back. I started looking around and considering homebuilts, it was 1980, there were not a lot of choices. There were a couple of KR-2’s but they didn’t interest me. Ron Kapperman was on the field with a VariEZ and that looked interesting. Flew to Mohave in a Tomahawk and watched Dick

Rutan put his brother's winged wonder through its paces. I ordered plans on the spot and picked up the landing gear there. Dick helped wedge them into the Tomahawk which was not easy. During the 5 years it took me to finish, I continued flying. A friend had a Gruman TR2 that needed flying, so I was able to fly it a lot for basically the cost of fuel and maintenance. It was a good trainer for the Long EZ and I had over 200 total hours when it finally flew the EZ.

GVT – What are some of the benefits that you have gotten from the building experience?

Gordon – I have an airplane that I love, fun to fly and I know inside and out. Much safer and more reliable than rentals and I have a great deal of confidence in it. I learned a lot about airplane systems, engines and airplanes in general. I started building in the spring of 1980 and it first flew in July of 1985.

GVT – What is your biggest unfulfilled airplane fantasy?

Gordon – I don’t really have anything that I want to do that I haven’t already done. I’ve had a lot of fun, done a lot of things and gone a lot of places. Enjoyed the entire experience.

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

Gordon – There is nothing really that compares to my Long EZ. I couldn’t afford the sweepstakes planes that they give away these days. A Lancair Legacy would be a fun adventure if I was richer and younger.

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

Gordon - A T-38, assuming that I was qualified. Maybe an F16 or one of the newer ones. Probably not the F-22, acro is just not my idea of fun. It’s pretty hard on the body..

GVT – What do you like most about aviation?

Gordon – Freedom to go most anywhere quickly and efficiently. Last summer I flew commercial to Omaha to see family and it took 8 hours. I can fly and have on many occasions flown there in the EZ in 7 hours with one fuel stop. I’ve been to OSH 10 times, 7 of them in my EZ.

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

Gordon – Bob Hoover demonstration has no equal. Al Knabe is the best pilot I know. He flies a yellow and blue Christen Eagle.

GVT - *Most memorable flight experience?*

Gordon – Sure joy or sheer terror? This was probably neither but I was in the backseat of the EZ with Barry Weber coming back from Oshkosh and we were battling weather. We landed at a little strip in Iowa to wait out some weather then took off an hour or so later. It wasn't long before we were looking for someplace to land again. Found Red Oak, IA and as we landed in light rain we were waved into a hanger as we turned off. Had a nice conversation and wound up spending the night at a Motel. Only thing to do was go see the local movie at the historic downtown theater. I don't remember what was playing, but it was an old fashioned theater that had the twin reels with the projector booth up top. We started watching the movie and it was terribly out of focus. We kept hoping they would correct it, but they didn't. Finally Barry couldn't stand it and complained to the management. They started adjusting it and it slowly came into focus, then went past focus and was worse in the other direction. They stopped adjusting it at that point. At this point, Barry is hot and goes up to the booth. Turns out the operator was a big gal with huge coke bottle glasses and she had her boyfriend there, so obviously was less than concerned about the focus. Barry stayed in the booth while they adjusted it and told them when to stop and he came back and we watched the rest of the movie. The weather had cleared the next morning and we headed for home.

Another time I was flying from Butler Missouri to Lincoln Nebraska with my son, Steve, in the back seat. Because of weather I landed at Laurance Kansas and was instructed over the radio to taxi to the big hanger and was waved inside. There were a bunch of guys in the hanger. Turns out it was an EAA chapter meeting in progress and as luck would have it, they didn't have a program. They asked if I would talk about the EZ. I talked about my building and flying for a bit and there was a lot of good conversation with a great group of guys.

When the weather cleared, took off for our destination. There are quite a few similar incidents. When you are going somewhere and have to land at some out of the way little strip you encounter some really nice folks and it's generally a pretty neat experience every time.

GVT – *What is the stupidest thing that you have ever seen or done in/around an airplane?*

Gordon – Well, I've done my share of stupid things, but I don't really feel like incriminating myself. One time I was at Watsonville flyin and as usual there was a mad rush to leave. There was a guy there hand propping a VariEz. He must have flooded it, but he could not get it to start. His passenger was sitting in the back seat and it was sitting on it's nose. He went to the cockpit, made an adjustment and came back to clear it. He was spinning it to clear it and had left the mags hot and the throttle wide open. It fired and despite the nose sitting on the ground, it started across the tarmac. It was headed right for this beautiful Pitts and looked to be a huge wreck. The passenger was trying to get to the controls. As the prop was pushing the nose down plane across the tarmac, heading right for this beautiful Pitts, a guy was between the two. As it approached him, he grabbed a wing tip and turned it and shortly afterwards the passenger was able to get to the controls and pull the throttle. It could have been ugly, but that guy on the tarmac was a hero for turning it before it caused any damage.

GVT – *What does Sport Pilot mean to you?*

Gordon – Nothing now, maybe I'm past the need for that. The new LSA's are very expensive, most over \$80,000 which is way out of my price range. Keep in mind that I built my EZ for \$12,000. I've logged about 1700 hours in it so far.

GVT – *Neatest airport that you have ever visited?*

Gordon – That's easy, Livermore. With all the homebuilt planes combined with all the classics, there are not many if any airports that can claim as much activity and diversity. You can see practically anything here on any day.

GVT – *Describe your best and worst landings?*

Gordon – Most of the landings in the EZ are pretty acceptable, so none really stand out as great.

My worst landing was the day I made a gear up landing in the EZ, which by the way does NOT have retractable main gear. The wife and I had spent the day at Lake Almanor in the hot sun and I was tired. We arrived at Livermore and the controllers got me behind some highwing that was way slow and I had to get out cuz I just can't fly that slow. I exited the pattern and waited to get back in. The controller called me in on the base leg, despite my better judgment, which again put me behind another slow airplane. I'm slowed down as much as possible, doing s-turns and trying to keep it flying and behind the traffic in front of me. The EZ doesn't really stall, it just sort of develops a high rate of descent and as I came down I landed about 18 inches short of the runway. At the time there was a "curb" at the end of the runway and it clipped off my main gear just like plucking the stem out of an apple. My wife didn't even realize it and I sat it down on the nose wheel and the engine cowling. Even as we skidded, I still had it under control and headed straight down the runway. As the airspeed dropped, one winglet touched and it turned us and we headed into the grass. She's screaming "now why are your going out here?" So that's how you do a gear up landing in a fixed gear airplane. We walked away and the next day, the city built a ramp to eliminate the curb. While it was down for repair, I used the opportunity to upgrade from a 235 to the 320 that's in it now. The 235 was put into another plane and was still flying in good condition when it left the area.

GVT – Besides cost, what is your single biggest concern about flying in today's world?

Gordon – Increased restrictions. It almost seems like they are trying to legislate us all out of this precious opportunity.

Cool video's found on the internet.

[Lightspeed on the ground](#)

[Float-less water landings 4 up](#)

[Full stall in a paraglider](#)

What is it? From Last month

F-82A Twin Mustang on display at the US Air Force Museum in Dayton, Ohio. This front view shows the connection between the two Mustang fuselages. In addition, if you look carefully, you can see that the two propellers are mirror images of each other. This is because the engines and props, while being nearly identical, turn in opposite directions. This opposite rotation cancels out the torque produced by having large amounts of metal spinning very fast.



Last month while scouring the net for unique pictures I came across this one and plopped it into the newsletter not even noticing the copyright. This month while searching for more unique airplanes, I found his website and sent him an apology for using his picture without his permission. Turns out he is a lifetime member of the EAA and has been taking photos at air shows and museums since 1980. He has over 30,000 hi res pics in his collection and has offered our chapter newsletter use of his pictures. He also offered higher res versions for printing without the copyright watermark if anyone is interested. Be sure and visit his website and don't be afraid to send him an email thanking him for his generosity. Yet another great example of the fantastic people in aviation. His website is (<http://www.johnweeks.com>), and you can send him an email at john@johnweeks.com.

What is it?



GOLDEN WEST REGIONAL FLY-IN & AIRSHOW

HELP WANTED

2009 Golden West Fly-in & Air Show
Volunteers – *We need you*, Before, During & After
the SHOW. Please sign up Now at our Web Site
<http://www.goldenwestflyin.org> Under [Volunteer
Registration](#) Your Volunteer Help can make this a
truly successful Event. Thanking you in advance –
The Golden West Fly-in Team

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