



THE GRAPEVINE



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

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March Meeting And Program

NOTICE: Our April meeting will take place at 7:30 P.M. on the 2nd of April. The meeting will be at the terminal as normal.

Calendar:

Month	Date	Speaker	Topic
Apr	2	Alan Brown	F117 Development
May	7	Jacque Warda	Aerobatics
Jun	4	Jack Burke *	P51 Project
Jul	2	Chapter Airplanes	About 4, 10 min Pres
Aug	6	Barry Weber, et al	Oshkosh Air Venture
Sep	3	Max Trescott *	Flying SF Bay Tour
Oct	1	John Youngblood *	Flying B52's **
Nov	5	Chris Lowery	Aviation fuel expert
Dec	3	Bruce Cruikshank	Fighter Jets **

* Waiting for schedule confirmation.

** Waiting for program confirmation

Our March Program will feature Alan Brown. Aerodynamic and Stealth Design of the F-117A Stealth Fighter.

Abstract: The speaker will describe the way in which the primary design for extreme stealth interacts with the basic aerodynamics of the airplane. This will include overall lift, drag and stability as well as individual details that were unconventional at the time.

MINUTES: GENERAL MEETING EAA CHAPTER 663, 3/5/09, 7:30 PM, TERMINAL BUILDING KLVK.

Chapter President Ralph Cloud called the meeting to order.

Dennis Caponigro, our only guest, introduced himself.

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

Treasurer Mark Palajac reported \$5479.35 in chapter funds; his report was approved.

Business: The schedule for this summer's barbeques is as follows: 5/9, Sunday 6/7, 7/4. 8/1, 9/12, and 10/24. The annual dinner for next year will be 1/23/10.

The chapter has a new picture project. Send pictures of your project, air or ground to pictures@eaa663.org (updated to: photos@eaa663.org 3/709). The pictures are for material for the chapter website, and maybe the display case in the terminal building.

Tool man Bob Farnam reported on the need for a steel cabinet to store some of the chapter tools. Barry

Weber offered to donate a nice one to the chapter if the chapter would purchase dynamic propeller balancer. Barry offered to bring more information to the board meeting before bringing the matter up for decision at a general meeting.

Ralph mentioned a letter he got from Wathen Aviation High School at Flabob Airport in Riverside, CA. Due to budget cuts they are appealing for donations from the aviation community to continue operations. After some discussion it was moved, seconded and passed to send the school \$100. There was some talk of increasing the amount. It was decided that those who wanted to send more money could do so on their own to: Thomas W. Wathen Foundation, 4130 Mennes Ave., Riverside, CA 92509.

Announcements: The next board meeting will be 3/19, 7:30 at Ralph's place.

Member's forum: There was a general discussion of chapter sponsoring a young person to the EAA Academy. John Ewin offered to do some research what is involved and the expenses.

Break and then program: Don Smith introduced Dennis Caponigro who told of Marine Corps F-4 operations during the Vietnam War.

Meeting adjourned for pie.

MINUTES: BOARD OF DIRECTORS MEETING, EAA CHAPTER 663, 3/10/09, 7:40 PM, AT RALPH'S PLACE.

Ralph Cloud, Don Smith, Brad Olsen, Dick Jennings, Barry Weber, Bob Cowan, Bruce Cruikshank and Scott Alair were present.

Business: Ralph has set it up with Silvia at the airport office to have a gate code of 45663 for the after noons of the chapter barbeques so none tenants can get past the gate.

Tools: There was more talk of the chapter purchasing a dynamic propeller balancer, specifically the Dyna Vibe which sells for \$1495. The merits were discussed and more research is on order. (You can see more at www.rpxtech.com).

To gain more control of the chapter scales, it was unanimously decided to offer at motion at the next general meeting that borrowing the scales for the first 24 hours be free after which there will be a charge of \$5 per day. There have been times when the scales have been gone for days. It is felt this will aid in the prompt return of the scales. It was also decided there will be 3 or 4 tool contact persons who will have access to the tools, and their names will be made known.

All present expressed great satisfaction with the great job Jeffrey Larson (not present) is doing with "The Grapevine" newsletter. Jeffrey has complained that he has gotten little feedback from members. So feedback!

Brad Olsen is waiting for all those pictures of member's projects that never seem to arrive. potos@eaa663.org is the place to send them. He has also gotten postings on the EAA Headquarters website some of our chapter's events (www.eaa.org/calendar/) and work continues on getting the chapter's database working on our website so all members can have access.

Next year's annual dinner will be in the Larkspur Room (in the same building, not Marin County) due to a change in policy of those in charge of the facility. Oh yes, and the price is going up to \$660 for 8 hours instead of \$390 for 6 hours.

Programs: Don Smith has Alan Brown coming for the April meeting. He will talk about the development and aerodynamics of the F-117 Stealth fighter. The May program will be a visit to Jack Burke's hangar and check on the progress of his original design scale P-51. Scott Alair suggested, and it was decided that the July meeting will be airplane night. All available members' airplanes in the chapter will be on display on the ramp that evening. It will be a great opportunity for some pictures.

8:55 pm: The 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 several emails asking for help and/or participation at several local events. Please check them out at the [EAA Chapter website](#). Remember that we are doing this as a “labor of love” and there can never be too much of that. Click on the link of the website above and spend a few minutes planning how you can contribute to the cause.

“Grapevine Talking” This month we chatted with Bob Farnam who built and flies a Quickie. A very experienced aviator, whom also does double duty as one of the EAA 663 Flight Advisors, you have to be impressed with the depth of experience and wisdom that is but an arm’s length away at most chapter meetings and for those of you that haven’t taken the opportunity, experience breakfast with the chapter at the Livermore Bakers Square every Saturday morning at 8:00 AM. 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 - How did you get started flying?

Bob - I was into model airplanes when I was a kid, up until about 14 when the family moved to San Mateo. I flew mostly control line stunt planes practically every week. Later I joined the Army and they had a flying club at the Aberdeen proving grounds in Maryland. It was an old WW II Army base with the typical triangle runways. The flying club had several planes; a couple of Cubs was what I learned in. It was cheap to fly in the 1960’s, Army fuel being 20 cents a gallon and the planes were about \$1200 used. Rental was \$3.60 an hour wet. Pretty cheap flying. I wound up taking my PPL test in a 135 HP Tripacer.

GVT - What made you decide to build an airplane?

Bob - Burt Rutan. I was partners with two other guys in a 170 at Palo Alto. We went to Oshkosh and saw the VariViggen and then the next year the introduction of the VariEze. Those planes got us thinking that we could build a hot little number but it really didn’t sink in until the Quickie showed up at Watsonville in 1981. They advertised 800 hr build, 180 mph cruise, 60 mpg, and you were supposed to be able to build it for about \$10,000. The three of us sold the 170 and bought 3 kits. We were going to use one set of jigs to build 3 airplanes. After we started building, one guy dropped out after a year. Two of us kept building, but as time progressed we fell into the habit of working only when the other guy was present. That worked out to mostly Saturdays only. At one point, I didn’t touch it for 3 years. I went back to it and probably only averaged about 6 hours per week until the last year when I got a hangar and the project picked up speed. Ended up finishing it in May 1998 after having put approximately 3000 hours in it. My partners never did finish theirs, although one of them is really pretty close, but he just lost interest.

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

Bob – You get to know the airplane intimately. Fiberglass is messy and itchy, but you learn fast and it’s not really very difficult. My history as an engineer helped and that made it pretty simple. Like I said, the knowledge that you have about the entire airplane gives a sense of confidence about how it functions because you know every wire, nut and bolt. Plus, you get the added benefit of being able to work on your own airplane. The fact that the Quickie Q200 is really different from most other airplanes is a plus, because wherever you go, people always come up and want to talk about it.

GVT - As you look at the changes in technology since you completed your plane, what intrigues you and if you had the opportunity to build again, what choices would you make?

Bob – I’d put electronic glass in the panel that’s for sure. A new plane would be a heck of a lot simpler. No lights, minimal instrumentation, a decent GPS and be done with it.

Might throw in a simple autopilot, quite handy on long cross countries. IFR is too difficult to stay good at unless you are flying it all the time. For a guy like me, I never really had a great need for IFR, and once I got the

rating, it just seemed like it took an awful lot of practice to maintain the skills. Given California weather, you also have to find someone to fly safety pilot most of the time, so again, it's time consuming and fairly costly on an ongoing basis. If I built another plane, it might even be a Light Sport.

GVT - Besides Money and time, what do you think is the biggest fear that prevents people from undertaking the aspect of building their own airplane?

Bob - A lot of people think that it's magic to build an airplane. They seem to think that the skills that are necessary are way beyond the average guy. In reality, all it takes is the desire to tackle it. Especially today, there is lots of help, whether it be on the internet or somebody on the field. Livermore is a great airport because of the number of builders and the amount of expertise is pretty astounding. It seems like there is always somebody to ask, regardless of the question. It inspires confidence to be around this much expertise.

GVT - If you look at the time you devote to aviation, what changes would you make if finances were not a concern?

Bob - Don't know that I would fly that much more than I do now. I'm coming up on 50 years of flying, so just going out and flying in circles is not that much fun anymore. My airplane is not really low and slow, and that might make a difference, but we'll have to see.

GVT - What is your biggest unfulfilled airplane fantasy?

Bob - Flying a Staggerwing or maybe a P-51.

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

Bob - Does this mean that I have to worry about fuel costs? If so, then I think the Glasair II is the best all around go fast kit airplane. It's a true honest airplane, easy to fly, good room and baggage capability and it just goes. If I had to choose a certified airplane, it would be a Mooney 201. That's a great airplane and for a GA type airplane, it is very fast and efficient, probably one of the few that's close to the performance and economy that you get with something like the Glasair.

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

Bob - Staggerwing or a P-51

GVT - What do you like most about aviation?
The people. I haven't run into too many people that I

didn't like. I also like being able to control a fairly good sized machine to be very precise, whether it's hitting a navigation point, making a perfect turn or landing precisely on the spot you picked out gives you satisfaction every time.

GVT - What has been the biggest "Oh Sh*t" moment of your flying career?

Bob - Have had several, although I don't think that I was ever scared in fear of my life, but it did make you think about what you were doing at the time. Two of them were in the same airplane, a Taylorcraft BC 12D. 65 HP engine quit right after entering the traffic pattern. I had to deadstick it in. The second time was away from the home airport and right after takeoff it started shaking badly at 150 feet. I nursed it around just above the trees and landed. There was some fiberglass that butted against the metal strip of the leading edge and a piece of it had popped loose and was sticking up into the airflow. About six inches or so and only stuck up about maybe half an inch. We checked it out and took a pocket knife and cut the fiberglass piece off, put some masking tape over it and flew it home. I guess when you are 23, being bullet proof just goes with the territory. It flew home fine, so there you go.

GVT - Most memorable flight experience?

Bob - This is an easy one. It was real early in the game, back when I was a kid. We lived in Stockton and Dad moved to San Francisco to work and commuted by a small airline, Bay Valley Airlines. They had a half dozen Grumman Gooses (Geese?) and flew between several valley towns and San Francisco where they landed in the bay. For my 10th birthday I got to fly from Stockton to San Francisco, land in the bay and taxi up to the floating dock at the Ferry Building, all from the co-pilot's seat. I still remember the flood of water on the windscreen as we took off from the Bay to come home.

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

Bob - Back when I was 23-24 we thought we were hot shot pilots. We used to do stupid things challenging each other to see how short you could get a Tri-pacer off. Things like pull the yoke and flaps at the same time at minimum speed. Later on when I was teaching flying, I saw all levels of talent. Some people take right to it, others struggle and then finally get it, but there are a few that come along that just never seem to get the hang of it.

Despite your best efforts, they just don't get it and you just want to say "hey, maybe this flying thing isn't for you".

GVT - What does Sport Pilot mean to you?

Bob – An opportunity to continue to fly. One of the best things about it is that it presents an opportunity to get into the air a heck of a lot cheaper, simply because you can concentrate on learning to fly and land the airplane and you don't have to get bogged down learning so many skills.

GVT - If you could change anything about our EAA chapter, what would you suggest?

Bob – It would be nice to get more guys involved in some of the activities like the programs and Young Eagles. If you look back at the last 10-20 years of the chapter, it's the same guys who volunteer as officers, the same guys show up for the promotion events like airport appreciation day and those same guys do all the flying for the Young Eagles. Quite honestly, what I'd really like to see is a better array of airplanes on the field. It seems like 90% or more are building or flying an RV. It's a great airplane and it does a lot of things pretty darn well, but there are some really neat airplanes out there and it would be nice to add a lot more variety to our field.

GVT - Neatest airport you have ever visited?

Bob – There is really not any that stands out. Columbia is nice, it's pretty, has a nice grass cross strip with a nice walk into town for a great meal. Early on, I flew into a lot of nifty little grass strips, but they seem to be more of an east coast thing than what we have around here.

GVT - Describe your best and worst landings.

Bob – Mulege, Baha California in a Pacer. Had two passengers and I came so close to groundlooping that it scared me. We had flown to the west coast of Baha for lunch and were coming back to Mulege. I had flown it so much that I had gotten complacent and was doing other things, retracting the flaps, changing frequencies, looking around and all of a sudden I was behind it. It took a lot of salty language and even more luck to avoid a groundloop. I really don't have any particular best landings, they have all been pretty much non-eventful.

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

Bob – Join the Mach Buster club, those that have gone through the speed of sound. With today's technology, it may be a non-event, but it would be most interesting to just be there to feel what it's like. I wouldn't mind getting a seaplane rating, that just seems like another set of challenges and would be most interesting.

Cool video's found on the internet.

[Hope you are not flying here.](#)

[It's a bird, a plane...no it's Superman!](#)

[Bond...James Bond.](#)

[The runway was how wide?](#)

[Who checked those lines?](#)

[Can you spell "E x p e r i m e n t a l"?](#)

What is it? From Last month

Dave Dent correctly identified this as the M2-F2. It was also made famous as the NASA crash sequence on the opening credits for the long running series starring Lee Majors as the Six Million Dollar Man.



What is it?
Sponsored by:



The EAA 663 Chapter newsletter has a sponsor. Additional sponsors are being sought and contributions to the prize bucket will continue to be added. Submit your answer to the newsletter editor to be eligible for a prize to be awarded each month at the regular chapter meeting. You must be present to win. Winning entries will be decided by the email that is received with the earliest time stamp and the correct naming of the make/model of the pictured airplane. Winners that correctly identified the winning make/model that do NOT attend the meeting will forfeit the prize to the next available submission

with the correct answer that attends the monthly meeting. You will be notified of the winning entry at the monthly meeting. The winning entry that DOES attend the meeting will receive his/her prize at that time. Should no one correctly respond with the winning make/model, the prize will be returned to the sponsor(s). Being part of a "group" really does make a difference. Join us for the regular chapter meeting and see what prize might be coming your way. I'll give you a hint, it will definitely be aviation related. Don't be late and check your email for the newsletter.

Editorial:

As newly crowned editor of the chapter newsletter and somewhat a newbie to the way this chapter has been in the past, I just wanted to jot down a few thoughts and reflections since I have joined this chapter.

After doing interviews with several of the chapter members, many of whom have a long standing Chapter relationship, as well as a wealth of experience, not only in airplanes, but business and just life in general, I have come to note a few things. As a group, we are a very powerful force. We have a huge wealth of experience in life as well as considerable talent and skills in a wide variety of aircraft, not only from the pilot's seat, but also from the ground up. There are many among us that can tell you how to pound a rivet, wire a radio, smooth out fiberglass, lay a perfect bead with a welder or just make the right decision in any aspect of building or flying an airplane. To those with this untold expertise and wisdom, I salute you.

It has been my observation, that we are a chapter of considerable talent, skills and expertise. However, there are many that sit on the sidelines, waiting for others to make all the right moves. Whether it be to make a suggestion as to how to spend chapter money or showing up at a chapter function to volunteer, the group is clearly divided.

If I look back at the last 10-20 years of chapter history, the same few guys serve as President, VP, Secretary, Treasurer etc over and over again. We had the same newsletter editor for over 20 years. When we get volunteers to fly Young Eagles, or participate in things like Airport Appreciation Day, it's the same 5-6 guys again and again. Every month we plead for volunteers as well as getting solicited from other chapters to show up and help out. Who shows up? It's most likely those same 5-6 guys. We all love aviation and while some are in it for the building, some for the flying, and still others for both, it's the love and freedom of being able to decide where we want to go today and the fact that we CAN, just by going out, doing the requisite preflight, flight planning and assuming that your skills are up to the task, making the journey.

Last month, we had what I viewed as a significant opportunity to make an outstanding contribution to a privately funded high school at Flabob airport. This was started as a man's dream to contribute his skills, talents and finances to today's youth to help them get their foot in the door of what we all know is something that not only takes considerable time and effort, but also a seemingly never ending pit in which we pour our hard fought green dollars into.

There is obviously some chapter history that I know nothing about, but the lack of recognition of this significant opportunity and the reception that it was given left me cold. Granted, we have all contributed to the fund that is now our treasury, which at the last meeting was over \$5000. Most of you have contributed far more than I have so you rightfully have claim to control of those funds. But I sit here watching and listening to guys that are buying quick build kits, brand spanking new engines and instruments that sometimes go well into six figures for the whole kit and caboodle and the best that we can offer this institution is 100 measly dollars? A fellow member mentioned that it should be worth at least \$500. A contribution of this amount would have set our chapter apart from everyone else. Yet, it wasn't even allowed a motion. A subsequent motion to increase the \$100 by an additional \$150 was quickly denied. I was so much in shock that I couldn't even speak.

Which brings me to now. I have enjoyed spending the time reviewing questions, picking subjects that I believe have a great story to tell that exemplifies everything that EAA stands for and putting all that together into something that you will hopefully enjoy reading as the monthly newsletter. It takes a considerable effort and a lot of time to make it all work. Whether it's what I put on paper, the hours that the board puts into the group, setting up meetings and arranging programs, all we get is the satisfaction of making it a successful chapter. Do me a favor, next time the call goes out for volunteers, get off your donkey and jump in. The time you spend will be well worth it and you will be repaid many times over because of the job you do. For your pay, I will simply say....Thank you. Now you have as much reward as the rest of us.



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