



THE GRAPEVINE



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

Vol. XXVIII,



No. 7, July, 2009

Officers

President Ralph Cloud	449-1048
Vice President Don Smith	785-5824
Trea\$Urer 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	963-0824
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

March Meeting And Program

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

Calendar:

Month	Date	Speaker	Topic
Jul	2	Chapter Airplanes	Chapter Airplane Show
Aug	6	Barry Weber, et al	Oshkosh Air Venture
Sep	3	John Youngblood	Flying B52's
Oct	1	Max Trescott	Flying SF Bay Tour
Nov	5	Chris Lowery	Aviation Fuel Expert
Dec	3	Bruce Cruikshank	Attack Jets

Our May Program will feature EAA 663 Airplanes on display in front of the FBO. A few are represented here.

Geoffrey Rutledge - Glasair IIsFT registered as N727DF serial number 2126 Now with 800 hours on the tach. Built by Dale Fernades, an ex Pan AM and United pilot, who was most fond of his years flying the Boeing 727. Completed in 1997 after 10 years building kit serial number 2126 is sequential after Bob Buckthal's Glasair IIsFT #2125 Engine: IO-360, with dual slick magnetos. Has flown in every state on both coasts, and on all states on both the Canadian and Mexican borders. Plus, to Mexico and Canada.

Wilson Hoffman - N5429A Builder(s) Van's RV-9A Slow-build kit. Years building: 2.5 years in garage, 9 months in hangar Basics: Mattituck TMXO-320 engine, Catto 2-blade prop, EMAG ignitions, Dynon DEK 180, Garmin 296, Garmin 320A, ICOM A210 Engine, First flight was at end of January. It now has 56 hours and we have made flights to Utah and Oregon.

Rich Vetterli - I'll have my Zenith 601XL with a Corvair engine on display for the meeting. The 110 hp engine was built by me using William Wynne's Conversion Manual. The airplane has been under construction for just over five years and should be ready to fly this month.

Marc Goroff - I plan on bringing out my SparrowHawk Autogyro on Thursday. Some info: N320MG is an American Autogyro Inc SparrowHawk gyroplane. I built it from a kit over a period of 13 months. The first flight was in November 2006 and I have flown it 140hrs since then. It is powered by a Subaru EJ25 engine rated at 165HP turning a 3 bladed in-flight adjustable Ivoprop. It flies underneath a 30 foot diameter teetering rigid rotor made by Sportcopter. The panel contains an MGL Enigma color EFIS (the second install in the US), an ICOM A200 and a KT-76 transponder. Normal cruise speed is 75mph, Vne is 100mph and min level flight airspeed is around 20mph. Vs0 is 0 mph :-).

James Bryan - Builder RV-4 Kit Built. I purchased the first kit and opened the plans in November of 1992.

I started flying the plane in July 22, 2006. I continued to finish the trim until April of this year and just got it out of the paint shop two weeks ago. So it is truly finished months shy of 17 years. N69JB has a Lycoming 0-360 A1A with a Hartzell fixed pitch prop.

Other than minor items, I really made one mistake building 69JB. I wanted to go overboard on the fuel lines and I used Earl's hoses which are used on race cars. Little did I know they are not compatible with aviation gas. When I was doing the last annual the hoses were dry for about two weeks. When I pressurized them to check for leaks, the hose to the fuel pressure gauge leaked like a soaker hose. I was lucky the hose failed during the check and not in the air. Naturally I replaced all the fuel hoses and fittings with Aeroquip.

My wife designed the paint scheme. I made her 20 copies of the aircraft profile. She used one and we both liked her first attempt we left it at that.

Bruce Cruickshank - RV-9A N28Z It took 6 years and 2 months to get airborne. Powered by a 2.5L 4 cylinder Eggenfellner Subaru engine. I fly it from the right seat with a hand brake and rudder controls of my own design. First flight was July of 2007, 166 hours since.

ED: I'd like to thank Geoffrey, Wilson, Rich, Marc, James and Bruce for taking time out of their valuable schedule to send me a note about their intention of displaying their aircraft at this 'Thursdays' chapter meeting. One can only hope that more than they are inspired enough to participate in this event which has always drawn high applause and where a wealth of information is distributed. Don't let this dissuade you from bringing your prize project or flying example to the display. Fly, taxi or tow it in. We'll look at it and we'll ask questions and quite possibly everyone will learn from what you did or didn't do. In the end, we will all be better for it because we PARTICIPATED. Speaking of participation, I would personally like to thank those that contributed their time and effort to the success of the recent Young Eagles event. Keep up the good work fella's. If you didn't help out the last time, make it a point to contribute to the next one. Remember, you are a "PILOT" and a lot of kids think that's pretty darn cool, and rightfully so. Be a hero and volunteer.

The look on the kids faces will repay your efforts many times over.

MINUTES: GENERAL MEETING EAA CHAPTER 663, 6/4/2009, 7:30 PM, TERMINAL BUILDING KLVK.

Chapter president Ralph Cloud called the meeting to order.

Four guests introduced themselves.

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

Treasurer Mark Palajac reported \$4014.67 in chapter funds and one new member. Mark's report was approved.

Business: Chapter barbeque: June 7th, Sunday. To be held at the usual place at the north east corner of the airport. Start time will be 4 pm. Access through the northeast gate will be 45663# valid for the afternoon of the barbeque.

Website: Brad Olsen reported the member data base on the website is working, and he is e-mailing members their user IDs and passwords. Brad was thanked for all the work (days) he has put into the website.

An appeal was made for volunteers for the next Young Eagles Rally to be held June 20th.

Pictures: Send pictures of your projects/aircraft to photos@eaa663.org for the chapter website.

Announcements: The next board meeting will be 6/18 at 7:30 pm at Ralph's place. The next general meeting will be 7/2.

Break and then program: Don Smith introduced chapter member Jack Burke who gave a brief review of his P-51 look alike original design. That was followed by the meeting breaking up and reconvening at his hangar to witness his amazing project. It is a marvel of computer aided design and home grown computer manufacturing.

His homemade three axis computer controlled milling machine had to be seen to be believed. Many of the airframe parts are well along. Our hats are off to Jack for his industry.

Meeting adjourned for pie.

MINUTES: BOARD OF DIRECTORS MEETING, 6/18, 7:40 PM, RALPH'S PLACE.

Treasurer Mark reported \$3925.07 in chapter funds and 84 members.

Business: The subject of a digital picture frame for the chapter's display cabinet in the terminal building was the first item. There are numerous airborne pictures of chapter aircraft due in large part to chapter member/photographer Ray McCrea. A great way to display these and others is with a digital picture frame. After some discussion it was decided to purchase a 15 inch model so the pictures will catch the attention of passers-by from some distance. Bob Farnam volunteered to do the research, select and purchase same within the \$300 board of directors purchase limit. Several are available for less than \$200.

Bob Farnam also reported the Barry Weber has donated a large steel cabinet to store many of the chapter tools. Thank you Barry.

The next chapter barbeque will be July 4th. The remaining barbeques fall on Aug. 15th, Sep. 12th and Oct. 24th.

The July program will be The Chapter 663 Taxi-In (aka. Airplane Night). Members are encouraged to bring their aircraft to the vicinity of the fuel island starting about 6:30 pm for a BIG show and tell. Hopefully the airport's cherry picker will be present so some great group pictures can be taken.

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: jeffrylite@comcast.net.

Mailbag: I received the following story shortly after I had seen the same one published in one of the Bay Area newspapers.

Look carefully at the B-17 and note how shot up it is - one engine dead, tail, horizontal stabilizer and nose shot up.. It was ready to fall out of the sky. (This is a painting done by an artist from the description of both pilots many years later.) Then realize that there is a German ME-109 fighter flying next to it. Now read the story below. I think you'll be surprised.....



Charlie Brown was a B-17 Flying Fortress pilot with the 379th Bomber Group at Kimbolton, England. His B-17 was called 'Ye Old Pub' and was in a terrible state, having been hit by flak and fighters. The compass was damaged and they were flying deeper over enemy territory instead of heading home to Kimbolton.

After flying the B-17 over an enemy airfield, a German pilot named Franz Steigler was ordered to take off and shoot down the B-17. When he got near the B-17, he could not believe his eyes. In his words, he 'had never seen a plane in such a bad state'. The tail and rear section was severely damaged, and the tail gunner wounded.

The top gunner was all over the top of the fuselage. The nose was smashed and there were holes everywhere.

Despite having ammunition, Franz flew to the side of the B-17 and looked at Charlie Brown, the pilot. Brown was scared and struggling to control his damaged and blood-stained plane.

BF-109 pilot Franz Stigler. B-17 pilot Charlie Brown.



Aware that they had no idea where they were going, Franz waved at Charlie to turn 180 degrees. Franz escorted and guided the stricken plane to, and slightly over, the North Sea towards England. He then saluted Charlie Brown and turned away, back to Europe. When Franz landed he told the CO that the plane had been shot down over the sea, and never told the truth to anybody. Charlie Brown and the remains of his crew told all at their briefing, but were ordered never to talk about it.

More than 40 years later, Charlie Brown wanted to find the Luftwaffe pilot who saved the crew. After years of research, Franz was found. He had never talked about the incident, not even at post-war reunions.

They met in the USA at a 379th Bomber Group reunion, together with 25 people who are alive now - all because Franz never fired his guns that day.

When asked why he didn't shoot them down, Stigler later said, "I didn't have the heart to finish those brave men. I flew beside them for a long time. They were trying desperately to get home and I was going to let them do that. I could not have shot at them.

It would have been the same as shooting at a man in a parachute."

Both men died in 2008.

This is a true story

<http://www.snopes.com/military/charliebrown.asp>

(L-R) German Ace Franz Stigler, artist Ernie Boyett, and B-17 pilot Charlie Brown.



These men were more than just enemies. Though they were on different sides of the world with different views of what was right and wrong, above everything else, they were after all, just two pilots.

"Grapevine Talking" This month is on hold again this month due to some scheduling difficulties. I promise to resume next month with a discussion with Scott Alair to talk about his experiences building and flying a hot Lancair and it's not even in Hot Lavender. For those of you that haven't taken the opportunity, experience breakfast with the chapter 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.



Cool video's found on the internet.

[Wingspan on an RC....are you kidding me?](#)

[Who says they don't fly like the real thing?](#)

[The grass runway is not always the safest place to be.](#)

What is it? From last month Sponsored by:



Dave Dent correctly identified all of the aircraft in this photo AND was present at the regular chapter meeting. Quite frankly, I was surprised that I didn't get at least 84 submissions with at least one right. Even my 11 year old son correctly picked out the SR-71 Blackbird. Dave's words describe best: The aircraft shown are the F-15 Active, SR-71B, the only one made. F106, F16L, X31, X36, Mother ship hydrazine powered, X-38 safe return test ship. This was taken while I worked at DFRC, Edwards in 1997. I don't remember the tug name. I drove it once I think. There are a number of stories behind each one of these planes. Someday I will tell you about them. Dave

The EAA 663 Chapter newsletter has a sponsor. Aircraft Spruce has graciously donated a "box" of prizes to be awarded for the first correct identification of the monthly "What is it?"

Please send them a note of thanks or at least mention your appreciation when you make your next order for your latest project.

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.

The correct, first answer that attends the monthly meeting will be declared the winner. 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.

Because of minimal participation in this monthly event, I've decided to make it a little easier. Because of Dave's NASA expertise, I promise to limit future photo's regarding NASA vehicles. If anyone has something they think is new or unique, send it along. Special prize consideration will be given even though you will be ineligible for the monthly award, but you will have the thanks of the other chapter members for your CONTRIBUTION. Now, break out your slide rules, dictionaries, Kitplanes magazines, AOPA subscriptions, Sport Pilot magazines, magnifying glass and bi/tri focals or all of the above and take a gander at this month's photo.

What is it?



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