



THE GRAPEVINE



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

Vol. XXVIII,



No. 3, March, 2010



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Aircraft owned- 1941 Stearman PT-17, 1947 Piper Super Cruiser, 1969 Cessna 150 (Don't laugh it has 13,000 hours on it and flies totally hands off) Coolest airplane ride ever- F7F Tiger Cat Airplanes restored- Aeronca Chief, Bellanca Citabria, Cessna 140, Cessna 150.
 3800 hours total time in over 50 makes and models of airplane, helicopter and glider.



Important NOTE:

Membership renewal –2010

People can start sending me their membership renewal checks. It is \$30 for 2010. My address is 25 Jacaranda Drive, Fremont CA 94539. I don't need the forms unless it is a new member.

Mark Palajac

Treasurer, EAA Chapter 663 Livermore

Editors Note: The day is fast approaching when I will cut over to the new 2010 email list, so get your renewal in now so you don't miss an issue.

Proposed changes for the "What is it" contest.

- 1 point - incorrect guess (limited to 2 per month)
 - 3 points - correct guess but doesn't attend the meeting
 - 5 points - correct guess that attends the meeting
 - 10 points - correct guess that is first and attends the meeting.
- Total points at the end of the year wins the prize

Proposed prizes are a model of your airplane from FactoryDirectModels.com and/or a SPOT personal locator. Neither of these sponsors has signed up but has expressed interest in doing so.



Board Of Directors

Bruce Cruikshank 510-886-6897
 John Goldsmith 925-447-7362
 Brad Oliver 925-443-1135
 Bob Farnam 449-1513
 Dick Jennings 862-2345
 Bob Cowan 373 0555



March Meeting And Program

NOTICE: Our March meeting will take place at 7:30 P.M. on the 4th of March. The meeting will be at the terminal - KLVK.

Calendar:

Month	Date	Speaker	Topic
Mar	4	Lt Green	Flying over water
Apr	1	Alan Brown	Inside Skunkworks

Our March Program will feature Lt Green who is a US Coast Guard helicopter pilot and EAA member stationed at San Francisco International Airport. My power point should take 30 minutes but I tend to spin a yarn so an hour might be more appropriate. USCG AIRSTA San Francisco Supply Officer SFO INTL Airport Building 1020 San Francisco, CA 94128 Office 650-808-2970 Cell 650-863-6366 Fax 650-808-2978 Harry.L.Greene@USCG.MIL
 Flying since 15 years old.

Minutes:

GENERAL MEETING, EAA 663,

2/4/2010 Livermore Terminal

Called to order 7:31 PM by President Ralph Cloud.

Officers present include Ralph Cloud; Don Smith, VP; Kirk Knight, Secretary. Marc Palajac, Treasurer was absent.

This month's guests included Rich and Carolyn Trainor from Reid Hillview who are former hangarmates of Dick Gossen.

The minutes for the January meetings were approved as printed in "The Grapevine" with correction for spelling of Bill Simpkinson of KS Avionics. Thanks to Bruce Cruikshank for the corrections.

Treasurer Mark Palajac is accepting dues (\$30) for 2010, checks only. He reported current balance of \$4,224.56 with a paid membership of 66.

The Annual Dinner had 73 paying guests and a positive balance of \$397 after refund of \$680 deposit. Ralph reported (anecdotally) that everyone in attendance enjoyed themselves and the inspirational presentation by Lane Wallace featuring her painstaking and life-threatening preparations culminating in a once-in-a-lifetime flight in a U-2. Lane embodies disarming charm and humility for achieving the impossible, which is probably why she accomplishes the impossible yet remains humble and charming.

Congratulations to Jeremy Constant for first flight of his RV-7a after a 7 year, 3 month build. Jeremy complimented Harry for flying chase, and Bob Cowan for a warm-up lap around the pattern in his RV. Jeremy's concerns about temperature problems did not materialize.

Don Smith, who is spending a lot of time in Milan, has invited members to assist with locating and booking speakers for May, June, September, November and December.

Bob Farnham, Bob Buckthal and Dick Jennings are the guys to see about access to Club tools.

Check out the www.EAA663.org website for Brad Olsen's latest updates.

No updates from Eric Helms on Young Eagles.

Dave and Trina Anderson want everyone who flies to Tracy – TCY - to note the **new frequency of 123.075**. AWAS will also have a new frequency. They **HIGHLY** recommend monitoring both the new and the old frequency of 118.375 for a while as.

Ralph and John Goldsmith provided the latest on LVK Airport issues. There have been many changes from prior proposals, and the situation is constantly changing. A few highlights: no fees for hangar sharing, medium term leases longer than month-to-month are acceptable, short term subleases are permitted if your plane is out for repairs (but still require full documentation and insurance), no longer a \$250 filing fee to protest decisions.

The Airport Growth Initiative is actually designed to block changes. They need 4,600 signatures by end of May to qualify for general election. Several members suggested contacting EAA and AOPA for guidance and support on galvanizing neighbor support for the airport.

Construction near the north east hangar area will affect traffic for months to come. The intersection will be elevated by 3 meters – yes 10 feet – to bridge the creek. Kitty Hawk will be shut down. Airway will be closed for some time except for airport business. The access gate to the NE hangar area will be moved to accommodate the new elevation.

Next board meeting is February 18th at Ralph's.

Guest speaker was Max Trescott, CFI extraordinaire (no that's not a new FAA rating) who spoke about the Bay Tour with a touch of humor and an appreciation for how to show your out of town guests a good time. Max also offers a very detailed map including suggested routes, frequencies and pointers. See his website www.maxtrescott.com

Top reason for taking the bay tour is to “impress friends after squandering kid’s college money on pilot’s license,”

Max’s top take-aways: 1) Have a plan and consider alternatives. 2) Use good radio skills, 3) Check weather, 4) Pay attention.

One very new improvement is to use Google Earth to pre-fly your Bay Tour so you can identify landmarks you want to show to guests, better prepare your route, and prepare your frequency changes.

He had a few other suggestions on how to make the tour enjoyable:

Consider your passengers, Brief passengers, Bring cameras, Calculate weight & balance, Call ground control – request “bay tour”, Pay attention, Quiet the cockpit – raise hand for sterile cockpit, did he mention pay attention identify and minimize distractions?

Meeting adjourned for pie at 9:35pm

Minutes: Board Meeting February 18, 2010 at Ralphs. Attending were Ralph Cloud, Kirk Knight, Jeffry Larson, Bruce Cruickshank John Goldsmith, Barry Weber, Bob Farnham, Dick Cowan. Treasurer Marc Palajac chose to travel to the other end of the world, Tierra del Fuego, to avoid the meeting.

BBQ dates are set for 5/15, 6/12, 7/3, 8/14, 9/18.

Jeffry has several ideas for the Newsletter. He contacted Mike from factorydirectmodels.com (FDM) about sponsoring the newsletter. Jeffry also has some ideas for improving participation in the readership.

In addition to the FDM model of your aircraft, Jeffry’s also hoping to provide a prize of a SPOT locator, worth as much as \$320 with 1 year subscription..

LVK airport issues consumed most of the meeting. A big problem is a recent rule restricting parking in front of your hangar. In some rows the width is 60 feet, providing over 10 feet on each wingtip. However, some rows on the south side are only 50 feet, leaving inadequate clearance.

A key fear of opponents is a rumor that big cargo handling operations will move to LVK. For those of us who know aircraft, the potential for FedEx landing DC-10 freighters on a 5,000 foot runway is absurd. Opponents also fear airtaxi operations, seeking restrictions on number of passengers.

April speaker is Alan Brown, Program Manager of the F-117 and long time Lockheed Skunkworks wizard. He’ll talk about life inside the Skunkworks over many decades.

Meeting adjourned at 8:43pm for pie.

Respectfully submitted by Kirk Knight, 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.

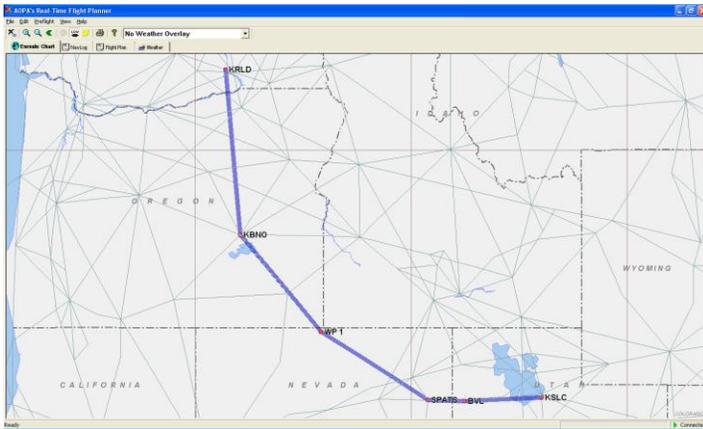
Mailbag:

This month’s article is a detailed account of a problem flying in really cold weather in a Glasair RG. Thanks to Bob Cowan for pointing this one out.

Emergency Landing at John Day, OR

February 26, 2009. My intentions this day were to fly to Salt Lake City in our Glasair RG and stay overnight with my Dad in order to attend an early morning planning meeting with an architectural firm in Salt Lake City s on a project for the University of Utah. The weather had been unstable this day. A fast-moving cold front had passed through the northwest the night before and broken to overcast conditions prevailed during the day with occasional rain and light snow showers; but also with good visibilities and ceilings high enough to qualify as solid VFR (as opposed to marginal VFR) conditions. The charts on the internet showed this to be true throughout the direct route to SLC with the exception of the Twin Falls, ID area. That was where the cold front was currently located this Thursday afternoon. Because of the front’s

location I chose to go around the problem and route my flight due south over eastern Oregon, to Burns and Rome, and to approach SLC from Elko and Wendover to the west.



Knowing that the cumulus clouds would certainly be full of ice and not wanting to fly my new 'little bird' in the clouds just yet (mostly to keep it out of the icing) I initially chose to fly under the clouds in what looked to be VFR conditions. I intended to depart RLD at 1pm. We had been having trouble with the rubber O-rings in our fuel tank caps. The caps were very difficult to re-seat. I had spent 3 hours the previous Saturday attempting by trial and error to find the right size rings. I thought I had found the rights ones, but then the caps absolutely would not re-seat after.



I opened them to check the fuel levels. Unable to close the caps, I drove back to Bergstrom Aircraft at the Pasco airport

and got a set of the next smaller O-rings. Those, and some careful adjusting of the locking nut on the caps fixed the problem, but this put me 90 minutes behind schedule for takeoff. By the time I was ready to go, ceilings and visibilities were lower all around due to multiple localized showers and it was obvious by looking I would not be able to fly under the cloud deck to the south.

After takeoff, I flew north toward the only blue sky I could see and climbed up over the middle of the Hanford area. Tops were initially around 10,000 to 11,000 feet. I turned southward about 15 minutes after takeoff and as the tops climbed higher along my path, so did I until I was cruising at 15,500' above sea level. It was a nice, smooth ride and the winds aloft were giving me more tailwind than the crosswind predicted, so I was comfortable with the situation, if not with the temperature in the cockpit. Since I don't have an outside air temperature probe on the aircraft (yet), I knew it was cold outside, I just did not know *how* cold it was. The cabin heater was having a hard time keeping up--- I could see my breath in the cockpit---but I've done that before in Bergstrom's Bonanza and endured it with no lasting problems---either for me or for the airplane. According to the weather briefing however, the temperature aloft was supposed to be -25 degrees centigrade (-13 Fahrenheit)...that's 45 Fahrenheit degrees below freezing. About 1 hour into the flight I begin to detect the barest hint of a burning smell. At first I was not certain whether it was an electrical or oil smell. As I was checking gauges, the first thing to catch my eye was the oil pressure, which was pegged off the scale, on the extreme high side of the meter. What does that mean? It immediately brought back a memory.

I remembered a particular conversation in my private pilot ground school, way back in 1969. Our ground school instructor, Fred Schultz, was a retired Air Force officer and B-26 pilot from WWII.

A friend of his stopped by one night and Fred let him regale us with stories of flying DC-3's and DC-4's in the Alaska bush. Somehow, from this conversation came a pointed story about flying in extremely cold weather: We were asked: What would we do if we were to see the engine oil temperature rising in such cold conditions? The obvious answer is to get more cooling air to the engine; more specifically to the engine oil cooler. Ok, what happens then if the oil temperature continued to rise? Well, the correct but counterintuitive answer is to close the oil cooler air inlet door and wait. Why close the door? Because what is probably happening under those conditions is the oil is congealing into a thick goop if not actually freezing as it passed through the oil cooler. That would plug up the cooler and block the flow of oil through the circulation system. Temperatures would continue to rise in the engine and the loss of oil flow could destroy it. That conversation was from almost 40 years ago and I had never seen such an occurrence in all my flying since then. But the high oil pressure reading implied to me that the oil system was already plugged up and not circulating. Without circulating oil, my engine was at risk of melting down and seizing from the friction; and looking around, I was in the middle of nowhere without a place to quickly land. Or so I thought.



Just then a puff of oil smoke entered the cabin. OK, you have my attention!

I punched the "Nearest" button my Garmin GPS and it told me that GCD was 15 miles behind me. "What is GCD?" I don't care...it's an airport! I broke left and as I brought the nose around I could see a beautiful, glistening, straight black line in the landscape, visible through a nice big hole in the clouds. Sweet. Clearly, it had been raining at GCD just minutes before. I could see from 15,000 feet that the runway was still wet.

Trying to protect the engine, I pulled the power back to idle. I believed the oil cooler had gotten so cold that the 15W50 aviation oil froze within it. There should have been a spring-loaded bypass valve to get around that problem; if so, then apparently it didn't work. We'll see more when my mechanics get involved next week. So with a plugged oil pathway, the extreme high pressure must have found the weakest link and the engine started blowing oil out through a seal up near the front of the engine or at the propeller. At least that is what the evidence seems to say. It looks like I only lost 2 out of 8 quarts of oil, so I don't think I burned anything up inside the engine. We'll see...

I glided down from 15,000' at idle or very low power right into the John Day airport. About halfway down, seeing the abundance of trees and mountains around me, I dialed up 121.5 MHz, the emergency frequency, and called out "Mayday, mayday; any station, Glasair 391Juliet-Charlie, 15 miles southwest of John Day; smoke in the cockpit." McMinnville flight service responded immediately. "Smoke in the cockpit" is one of those magic phrases that get people's immediate attention. After giving me John Day's current weather, the briefer asked what more I needed from him. I told him nothing; I had the airport in sight and I just needed to make my presence known in case the engine quit and I couldn't make the airport. Whatever else the briefer said was lost in static as I descended and lost line of sight to that particular transmitter.

By the time I landed (in a 20+ knot direct crosswind) and shut down the engine, I could hear an air raid siren sounding from the town below. John Day has a volunteer fire department and the siren was calling all hands to task. Within 5 minutes and after hearing more vehicle-mounted sirens, I had what seemed like the whole police department and a fire engine at the airport to make my acquaintance. Nice new friends!



After talking to me, McMinnville Radio had contacted the local 911 dispatcher and told them to expect an airplane from the southwest that was on fire and inbound to their airport. The firefighters were so focused on the expectations given them that they drove right past me and my airplane and stood on the ramp staring to the southwest, ready to react. But I had beaten them there. When one person just 5 feet away from me explained to another they were waiting for, I interjected, "Do you mean me?" I got no response. I repeated: "Do you mean me?"

Again, no response. Then I raised my voice. "Hey! I think you mean me!" They all turned and looked at me. I then pointed to my oily, dripping bird and said, "And that's the airplane." I think they were actually disappointed there was no fire to put out. I was good with it.

My son Travis drove down from Kennewick to pick me up that night. The drive was snowy, the hour was late, so we stayed the

night at the local Best Western and came home Friday morning. Now the repair work begins. More to follow...

On Thursday, March 5th, my A&P, Daniel Bergstrom and I *drove*, yes drove to John Day to repair Little Bird. The weather was far too bad to fly. The drive is about three and a half hours long from Pasco. It was still below freezing at the airport when we arrived, and probably had been since I left the plane there. Our plan was to clean up the engine a little more and then run it to see where the leak was located. After initial work, we opened the hangar door and began rolling the plane out onto the concrete approach apron. Inside the hangar was cold enough; but outside, the wind was blowing and the apron was covered with clear ice. It made the footing quite slippery.

As the plane began to roll, I noticed the left main gear beginning to look a little odd. It had a strange cant to the wheel. I called out "stop- stop- stop- stop- !!" Daniel and I tried to stop the forward motion, but with the clear ice underfoot we did the Fred Flintstone shuffle and the plane didn't come to a full stop until the main wheels were out of the hangar and standing on clear, smooth ice. As I looked at the left main wheel, I could see it begin to inch inward toward the fuselage. Unable to think or do anything fast enough, I just stood there with my mouth open while the wheel slid inward, folded up, and dumped my little airplane on its left wing tip. "This day is not starting out very well..."

We couldn't believe our eyes. What did I fail to do or see to let this happen? I ran around the wing and reached into the cockpit to turn on the electrical master switch. Immediately the electric-powered hydraulic pump came to life, but it just ran. No load. Nothing happened. Fortunately, three other men who happened to be at the airport that morning came over to help. With 3 of us on the wing tip, we lifted the plane while Daniel

lowered the wheel back into place. It was clear to me that the hydraulic pressure in the extension system had bled off during the week.



What hadn't been fully clear to me was that positive hydraulic pressure is required to keep a Glasair's landing gear down and locked at all times. The Glasair's landing gear look and work like the gear on a Piper Arrow, apparently with one important difference. On a Piper, the gear is locked down with a physical mechanism when the hydraulic motor shuts off. Even if the system loses pressure, the gear should stay locked down. No so with this Glasair. The hydraulic pressure remains in the system after certain valves close at the end of the extension cycle. And that pressure must be maintained or the knee braces begin to unlock and there is nothing to stop the main wheel from folding up. Thankfully, the right main wheel stayed locked down. So why did we lose hydraulic pressure? I had seen no

evidence of hydraulic fluid leaks in our plane over the previous weeks of flying it. The pump and reservoir are located under the baggage bay floor. With a pile o' stuff back there, I had not checked the hydraulic reservoir for its fluid level in a number of flights. I assumed all was well. Never Assume...(you know the rest). When we examined it, we found the reservoir to be empty. It took fully half a quart to fill it back up. So where did half a quart of hydraulic fluid go? Beats me. There's no evidence. After borrowing some wing jacks and cycling the landing gear a few times, we found we now had another problem. The left main gear wouldn't lock down anymore. The diagonal knee-brace that locks into place when the wheel is down, wouldn't straighten into the locked position; and the pump wouldn't shut off. Whatever got bent in the fall was so subtly bent that it is not visible to my naked eye (glasses notwithstanding). We had no choice but to drive down to the local auto parts house and buy a short length of 1/2" rectangular bar stock and some adjustable pipe clamps and put a splint on my bird's left leg. That is how we'll have to fly her home.

After all this we finally got around to starting the engine to find the oil leak. After a few minutes of warming it up, oil began to fly and it seemed we had a significant leak somewhere under the crankcase. This should be easy to find. So back into the hangar we went with oil rags rubbing, cleaning up the splatter, looking for an obvious failure. We couldn't find a thing. We looked and cleaned, and cleaned and looked. Nothing.

So back out onto the ramp we went again. This time, I ran the engine longer, cycled the propeller a few times and waited until the engine oil temperature reached about 90 degrees before shutting down and moving back to the hangar. Again, we did some cleaning and looking. We couldn't find any obvious oil leak. There was plenty of residual splatter moving around, but nothing we could call a new leak. My

conclusion had been that the oil cooler had frozen up blocking oil flow to the bearings, etc. During the test runs I could see that the oil pressure gauge was still showing the pressure to be on the high side. In fact, pressure was at top of the green arc when I increased rpm to just 1700. Was the goop still frozen in there? Daniel explained some things about the oil pump and pressure circulation system. If a blockage had occurred, a spring-loaded ball valve should have unseated and shunted the oil back to the crankcase. He removed the check valve from its housing, inspected and cleaned it. There's nothing wrong there. It was functioning normally. Now we had another mystery. By the way the relief valve works, a high oil pressure condition should never have occurred. If the oil cooler truly was the problem, I could not have known about it by an oil pressure reading. Only the oil temperature would have given me a clue, and then, only after the lack of oil flow would have destroyed bearings and valves. So why was the oil pressure so high?

After a lot of pondering, head-scratching and phone calling to engine specialists, be packed up and drove home. Daniel had a lot of studying and consulting to do in the next week. We'll come back and try again. The drive home ended up being through the worst snow storm I have seen in years. Good thing we didn't fly. During the following week, Daniel and his father Karl Bergstrom began to embrace the theory that the crankcase ventilation pipe could have frozen up in flight. Internal combustion engines need to belch. Cars have PCV valves and systems to vent those internal gases back down the intake so the unburned hydrocarbons get burned, but airplane engines have to breathe even more so the internal gases are simply vented overboard. On our engine, the vent pipe is a rubber hose coming from the top-rear of the crankcase, extending down to the bottom of the engine compartment where it attaches to an aluminum pipe that extends out into the air stream more than 12 inches before bending a little downward.

Daniel had seen gases venting during our test runs. The combustion gases that blow past the piston rings do contain some water vapor and that is what was condensing to visible vapor as it exited the tube. Could that water vapor have frozen to the inside of the aluminum tube in -13 degree air and plugged up the hose? You betcha!



And that would explain the high oil pressure reading when the oil pressure relief valve could not. With a blocked breather tube, the oil pressure relief valve would be irrelevant. The interior of the entire engine was filled with pressurized gases. The oil would be under high pressure no matter what the relief valve did. And then, it's just a matter of finding the weakest seal and blowing liquid oil out of it.

Friday, March 13, 2009 I got my baby bird home today. No problems. We test ran the engine again on the ground, now that the air temperature is comfortably above freezing. We found no oil leaks. We are convinced more than ever that the crankcase breather tube is the culprit for this incident.

After putting the cowling back together, I took off, I climbed to 8,500 feet and circled above the airport for 20 minutes before heading north for home. Since I still have a landing gear problem and the wheels are locked in the down position, I ran the engine at about 20 inches manifold pressure to keep the indicated airspeed under 140. All engine gauge indications

were 'normal' and stable. 'Normal' includes the oil pressure going into the yellow arc during climb and staying at the top of the green arc during low cruise. Daniel's review of the specifications for this engine shows that normal oil pressure is between 55 and 85 psi. The green arc on our gauge tops at 80 psi with redline occurring at 100 psi. Reviewing photos from our first business flight last October shows cruising oil pressure at about 80 psi, so maybe the oil pressure is just fine. Maybe it's just the markings on our gauge that are out of line. Will have to note that... Our working theory that the crankcase breather tube must have plugged up is holding. That pressurized the inside of the engine until the oil found the weakest seal and began to blow out. As far as we can tell, nothing was damaged that needs to be fixed, but we'll have the plane in the maintenance hangar next week to check everything out. My mechanic is going to install a breather tube bypass so this doesn't happen again. And I guess I have to swear-off flying in arctic air masses.

accumulate on the belly. It's fairly clean after all this. That would explain why I saw no evidence of a problem leak. The knee brace for the left main gear is very loose in its upper hinge pin. Something got bent there, so Daniel is working on finding replacement parts. Before leaving John Day, I had added some oil to the engine, bringing the dip stick reading up to a full 8 quarts. The stick is still reading 8 quarts. I didn't lose any oil on the flight home, which lasted about an hour and 40 minutes. That is good news. Now, if we can just get this maintenance stuff done, I'll be back aviatin' again. Can't wait.



“Grapevine Talking” This month is on hold again this month due to some scheduling difficulties. For those of you that haven't taken the opportunity, experience breakfast with the chapter every Saturday morning at 8:00 AM at Shari's in Livermore. If you haven't been to the chapter [website](#) lately, take the opportunity to stop by and view the excellent work by Brad Olsen.



Friday, March 20, 2009 I stopped by the shop and took a few pictures of the plane. Daniel has found that the hydraulic cylinder that extends the nose gear is leaking badly enough to explain the missing hydraulic fluid. The aerodynamics underneath the plane are such that leaking oil, hydraulic fluids, etc don't



Cool video's found on the internet.

[How close is too close?](#)

[Watch out, don't let him get away....uh oh.](#)

[Who says you need an engine?](#)

[Most efficient 2 stroke diesel in the world.](#)

What is it? From last month Sponsored by:



Last month no one identified the Kitfox Model 7. It is owned by Roger McConnell from OK and can be seen in the completions section of the Kitfox web site at:

[Grapevine - Feb "What is it?"](#)



You too can win if you donate a winning photo. Send to your chapter editor. You will be notified prior to the newsletter being published if your photo has been selected and will then be eligible for the prize if no one correctly identifies it via email prior to the chapter meeting.

Thanks to those that called Aircraft Spruce and mentioned this contest in the newsletter as they have agreed to continue their sponsorship.

Prizes are available thanks to them. Please give them a call with your next order and tell them how much you appreciate their generous donation to our monthly newsletter.

Submit your answer to the newsletter editor to be eligible for a prize to be awarded 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.

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.

This month I'll be compiling an extensive mailing list of other EAA chapters including the national office which I will send the newsletter to. This will increase our readership and help entice additional sponsors. If you know of a place or business that would like to contribute, please send me a note.

Now, break out your knowledge base, your experience, all the aviation magazines you can get your hands on, browsing the web or whatever resources you have at your disposal and take a gander at this month's photo.

What is it? Sponsored by:





Don't fly up a canyon under an overcast that obscures the mountain tops. Your options narrow at the same rate the canyon does.

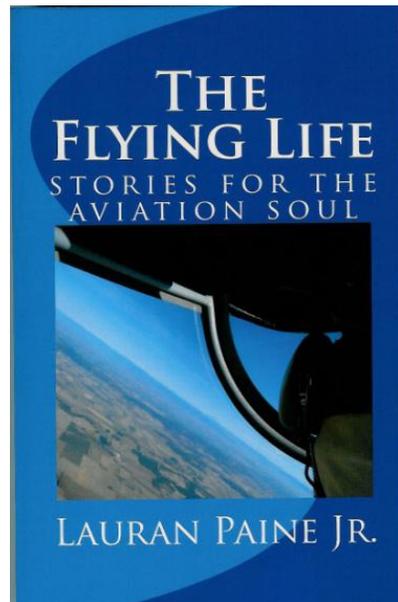
Editor's note: I received an email from Lauren Paine Jr just prior to completing the newsletter. See below:

Just FYI, I have a new book out: "The Flying Life: stories for the aviation soul."

It's a compilation of my columns in Sport Aviation and other magazine. It's available from amazon.com.

Like I said, just FYI. (I'm a pilot, not a salesman.)

All best wishes....
Lauran



jeffrylite@comcast.net

I hope you enjoyed reading this month's newsletter as much as I had in doing it for you. If you have any suggestions to make it better or any feedback, please send to me at the following



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