



# THE GRAPEVINE



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

Vol. XXVIII,



No. 4, April, 2010

## Officers

**President** Ralph Cloud 449-1048  
**Vice President** Don Smith 785-5824  
**Trea\$Urer** Mark Palajac 454-0627  
**Secretary** Kirk Knight 510-390-0840  
**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

Retired in 1992 as Corporate Director of Engineering. Fellow, Royal Aeronautical Society. Fellow, American Institute of Aeronautics and Astronautics. Member, National Academy of Engineering. AIAA Aircraft Design Award, 1990. Two masters' degrees and an honorary doctorate



## Important NOTE:

### Membership renewal –2010 – LAST NOTICE

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:** This month is the first mailing from the 2010 member list.

**We can put this up for vote at this month's meeting to accept or modify.**

**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. Sponsors still be finalized.



## 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



## April Meeting And Program

**NOTICE:** Our April meeting will take place at 7:30 P.M. on the 1st of April. 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 April Program** will again have Alan Brown, former Lockheed aerodynamicist and airplane designer. The topic Alan will be discussing with us is "How Wings Work". Here is some background on Alan: Program manager and chief engineer for the F-117 Stealth fighter. Thirty two years at Lockheed Corporation as aerodynamicist and airplane designer.

**Minutes:**

GENERAL MEETING, EAA 663,  
3/4/2010 Livermore Terminal

Called to order 7:32 PM by President Ralph Cloud.

Don Smith, VP, and Marc Palajac, Treasurer were traveling. Secretary Kirk Knight in attendance.

**Our first guest** was Marko Rocznik from Hollister, an experienced motorglider pilot from Germany, now working as an engineer in the Bay Area, who wants to build a Quickie. He was promptly introduced to 663’s champion Quickie builders and they were huddling during the break. The other guest was our speaker Lt. Harry Greene, USCG.

**The minutes** for the February meetings in “The Grapevine” had a few important revisions. Dave & Trina Anderson wanted to clarify new and old frequencies at Tracy (TCY). They suggest pilots monitor both new 123.075 and old 122.8 as many pilots may not be aware of the new frequency, especially when the tower is unstaffed 1800-0800 local time. They report runway lights are still activated by 122.8, but anticipate this will be corrected. Pilots are advised to explore all frequencies during transition.

**Below are frequencies** per AIRNAV.COM for TCY  
CTAF/UNICOM: 123.075  
WX AWOS-3: PHONE 209-831-4334 118.375  
NORCAL APPROACH: 123.85  
NORCAL DEPARTURE: 123.85  
WX AWOS-3 at C83 (12 nm NW): 123.775  
PHONE 925-634-0906  
WX ASOS at SCK (16 nm NE):  
PHONE 209-982-4270  
WX ASOS at LVK (18 nm W):  
PHONE 925-606-5412

**Minutes** were accepted as amended.  
Treasurer Mark Palajac is accepting dues (\$30) for 2010, checks only. He reported current balance of \$4,934.58 with 73 members. Marc anticipates another 10-20 members are likely to renew. Treasurer’s report was accepted by members vote.

**OLD BUSINESS:** Ralph reminded everyone of our Chapter BBQ Schedule: May 15, June 12, July 3, August 14 and September 18.

**Bob Farnham** and Dick Jennings had no new tools to report. But they had a gleam in their eye suggesting there must be something under consideration.

**Our Young Eagles** schedule is in limbo. Several chapters, including Hayward EAA 20, are seeking donations of Young Eagle credits to sponsor Air Academy scholarship program for one student for each age group 14-15 and 16-18. See [hwdairrally.org](http://hwdairrally.org) for details.

**LVK airport hangar rules** reported in prior minutes have been further revised. Ralph and John Goldsmith provided a few details concerning treatment of a hangar vacancy of up to 180 days while the tenant’s plane is out. You may now temporarily store a plane owned by someone else with required documentation and insurance presented to LVK authorities.

**LVK rezoning** was approved by Planning Department and is being forwarded to the Council for adoption.

**The “Aiport Growth Initiative”** (sic), which actually restricts growth, is currently being circulated as a petition seeking approximately 4,200 signatures to be placed on the ballot.

**The chapter is seeking PHOTOS** to share throughout the website. We’re still have difficulties accessing the old database due to lack of a password. Nonetheless, Brad is getting photos on the site.

Next Board meeting March 18, 7:30PM at Ralph Cloud’s home.

**FIRST FLIGHTS** – Mark Goroff has a twofer: He obtained his rating as a helicopter pilot and shortly thereafter successfully completed his first flight in his reconditioned 1956 Bell 47. Mark was warmly congratulated by all members present.

**FLY-INS:** Watsonville Apri 17, note hangar F-6 is location of party for EAA members in the know. Red Bluff May 7.

**Larry Fish**, living up to his surname, is proposing a fly-in/drive-in to his lodge near Dillon, Montana for late June early July. Larry notes the 1,200 foot natural surface strip at 7,200 ft MSL is not well suited to his Lancair 360, so he lands at Dillon. This year he's arrange for the cabin/big lodge plus a teepee. He's offering to pick up groups of up to 4 people at Dillon for the 30 minute drive to his cabin should you not want to rent a car.

**Jeffry Larson** announced some ideas for improvements and changes to the newsletter to increase readability and interest. Keep your eyes on this page.

**Jeffry shared bittersweet** tears as his Sonex 2200 departed the nest, but he was all smiles while awaiting the imminent arrival of his Sonex 3300.

**Dave Dent offered** to host a new section in the newsletter on maintenance procedures and insights. Members are invited to pose questions to Jeffry or Dave that tend to creep into your thoughts when you're 11,500 ft MSL halfway over the Sierras, or if you're more fortunate, at 3:00 AM in bed.

**Meeting break** for cookies and networking.

**Guest speaker** was Lt. Harry L. Greene USCG, AIRSTA San Francisco Supply Offier, SFO. In civilian language he's a Search and Rescure (SAR) helicopter pilot in those beautiful red Coast Guard helicopters. Harry is one of those people you hope you never NEED to see in his professional capacity, but if you do, you will never forget him.

To support his bona fides as an EAA member, Harry and his wife own a Stearman in Oahu, where she is head of the aviation program at the University of Hawaii.

A very enthusiastic and animated speaker, especially among fellow pilots, even those of the fixed wing persuasion, Lt. Greene is much more comfortable being called Harry.

The topic of his presentation was officially how to increase your odds of survival in the event you have a

flying emergency that requires controlled landing on water or land. Perhaps not surprising for a member of the Coast Guard, Harry explained that given a choice, he would prefer to ditch in water rather than on land, and proceeded to explain why with several memorable anecdotes from his own experience.

If you can only remember one SAR fact it's 50:50. The moment you have an emergency you have a 50:50 chance of survival. The foremost thought on your mind should be: How can I improve my odds?

Quick decisions are vital. Declaring an emergency immediately will alert the entire SAR apparatus that help is needed, and they can start looking in your direction. All too often, Harry reported, a plane disappears with little knowledge of location, no flight plan, no ETA or departure time, complicating the challenge for SAR, not to mention the odds for the pilot.

He laid out the tyranny of geometry: If they have your location on water within 1-2 miles, you're likely to be found in less than an hour. Increase those dimensions to 6x6 box, and prepare to wait for up to 6 hours. If the info is vague, it will take 24 hours to search a 38x38 mile box. Steve Fossett was a sad case of vague information pointing in the wrong direction, resulting in a huge search box.

The Harry then introduced the tyranny of environment. If you ditch in 82 degree water off Hawaii, your problems are pretty minimal. But in 52 degree Bay Area water, you're likely to suffer from hypothermia in a fraction of an hour unless you have a full survival suit.

So, why choose water over land for a controlled emergency landing? Harry described trying to locate a downed plane in a typical west coast forest of tall conifers after following a beacon. Those tall trees will literally swallow a large twin with nary a trace, even when hovering directly above the aircraft.

Conversely, Harry noted that it's much easier to spot a swimmer on the surface of the ocean, even in moderate waves. Even in the ocean with wind, waves and drift current, SAR has very developed competence

at finding you. His USCG helo has 2.5 hour range, 145 knot speed, and is supported with C-130s and surface ships. He identified a few items that improve your odds. First, your old 121.5 ELT is now next to useless. 97% of alerts were false alarms, over 120,000 false alarms over the past 3 years. If that isn't bad enough it takes 45-90 minutes for your ELT signal to be reported. That's assuming you didn't crash during the first 5 minutes of the hour. Are you depressed yet? ELTs work in only 12% of crashes; however they seem to be very successful at reporting a bad landing. Their accuracy is a 7-13 mile radius, suggesting at best a 6-13 hour search pattern for SAR. Are you ready to change yet?

So pick up one of the new 406 Emergency Position Indicating RadioBeacon (EPIRB), preferably with GPS capability. They're instantaneous – yes, zero lag – over 85% of the globe. They're accurate to 1-3 miles, and 100 meters with GPS.

Harry had a many more details, the (nearly) ton of gear he wears, endless hair-raising SAR anecdotes, sharing an attitude that conveyed a clear sense he loves to fly and truly lives to fly SAR. Should you find yourself bobbing in the Pacific someday with that personal EPIRB you decided to buy after reading this, know that the red spec on the horizon will be Harry and his crew drawing a determined bead on you. Be sure to thank them.

Some resource websites:

NOAA- [www.sarsat.noaa.gov](http://www.sarsat.noaa.gov)

USCG- [www.navcen.uscg.gov](http://www.navcen.uscg.gov)

USCG EPIRB

[www.navcen.uscg.gov/MARCOMMS/GMDSS/epirb.htm](http://www.navcen.uscg.gov/MARCOMMS/GMDSS/epirb.htm)

NTSB- [www.nts.gov/aviation/aviation.htm](http://www.nts.gov/aviation/aviation.htm)

AIM-

[www.faa.gov/air\\_traffic/publications/ATpubs/AIM/](http://www.faa.gov/air_traffic/publications/ATpubs/AIM/)

Videos- [www.alexisparkinn.com/aviation\\_videos.htm](http://www.alexisparkinn.com/aviation_videos.htm)

**Meeting adjourned** for pie at 9:30 PM

Minutes and summary courtesy of your humble servant, Kirk Knight

Corrections and clarification are invited.

**Minutes:** BOARD MEETING 3/18/2010

Ralph's House

Ralph Cloud, Dick Jennings, Bob Farnham, Bruce Cruikshank, Bob Cowan, Dick Jennings Kirk Knight.

**Meeting called to order** at 7:31pm

**Mark reported** \$5,144.58 balance in the bank. To date we have 80 membership renewals with more anticipated.

**2011 Annual dinner** planning details were reviewed, as several locations are being considered.

**Bob and Bob** have their eye on a 3/8" tubing bender, and a cable tensionometer. Ralph acquired a folding tent canopy for open houses and BBQs.

**LVK airport plan and EIR** will be discussed March 22 at Livermore City Council. LVK open house will be October 2, 2010.

**Young Eagles** activity is in question.

**Cindy Smith** is inviting EAA members to join "Pilots for Paws" which flies rescued shelter dogs to new owners.

**Barry Weber** will be invited to present Airventure summary August 5<sup>th</sup> meeting. Kirk Knight will seek to invite Doug Palmer of Half Moon Bay to fly his beautiful Spencer Air Car reproduction to a meeting, with the chapter to provide fuel. Don Smith is engrossed in a project outside of Milan. Other guest speaker suggests are welcomed.

**Ralph request next Board meeting** for April 8 due to schedule conflicts.

Meeting adjourned for pie at 8:30pm.

Minutes courtesy Kirk Knight

**Respectfully** submitted by Kirk Knight, Secretary.

**Feedback/Questions/Suggestions**

**Any and all feedback is welcome. please take a few minutes to send suggestions, tips, corrections or any other feedback to: [jeffrylite@comcast.net](mailto:jeffrylite@comcast.net).**

## **Mailbag:**

This month's article is about a B-17 pilot and his encounters with the ME-163 and was contributed by Harry Crosby. Thanks Harry, next time save the electronic version.

## **Memories of a Lead Pilot Bernard Iwanciov**

Shortly after the publisher release it, my wife gave me a book entitled "One Last Look" by Kaplan and Smith. This nostalgic book revived many fading memories of my experiences with the Eighth Air Force while serving in England during W.W.II. Additionally, it contains information not readily available during the war. I did not read the book from cover-to-cover, or all in one sitting, but rather absorbed it contents in bits and pieces. Recently, upon picking up this book for one of my occasional browsing sessions, my attention focused upon an appendix that included a short compilation of some statistics related to Eighth Air Force operation in the European Theater. The specific item that captured my interest was a listing of the number of enemy aircraft claimed as destroyed and probably destroyed or damaged, listed by aircraft types. Much to my surprise, only two ME-163's were destroyed in the air by the defensive fire from bombers. This observation prompted my recounting the following combat incident.

The ME-163 was a true liquid fueled, rocket-powered aircraft equipped with the Walter 109-509A1-propulsion system. Propellant components are: eighty per cent hydrogen peroxide as the oxidizer and a solution of methyl alcohol, water, and hydrazine hydrate as the fuel. A mixture of these two components is hypergolic; that is, its components can be stored separately with reasonable safety, but upon being mixed, instantly ignited and hence no separate ignition system is required. The aircraft took off under its own power, but the process of the take-off and climb to operational altitude consumed more than thirty percent of the eight minutes of available fuel. Shortly after

being air-borne, the wheel assembly was jettisoned by the pilot and recovered by ground crews to be refurbished and coupled to another aircraft for a subsequent takeoff. This design feature saved considerable weight, but a dangerous trade-off resulted. The pilot had to land the craft on a skid after returning from a sortie, not a very happy situation, particularly after returning from a stressful combat engagement with little or no fuel reserve.

My crew arrived in England in late September of 1944. We were one of the first replacements for the 493<sup>rd</sup> Bomb Group crew that had completed its quota of missions. Our assignment as to the 860<sup>th</sup> squadron commanded by Major Samuel Hale. My B-17 transition training took place in Hendricks field in Sebring, Florida and operational training at McDill Field in Tampa, Florida. The 493<sup>rd</sup> Bomb Group located near Ipswich, England was my overseas assignment. We arrived at the 493<sup>rd</sup> Bomb Group shortly after they had made their transition from flying B24's to B-17's. Although my experience in true combat flying was zero, I probably was the most experience B-17 pilot on the base, have accumulated about five hundred hours of B-17 time before reporting for combat duty. My guess is that most of the 493<sup>rd</sup> pilots had accumulated only fifty hours in B-17's since they had made the transition from B-24's. Several replacement crews had been assigned earlier for those that had been lost in combat. Since the 493<sup>rd</sup> flew its first combat mission on D-Day, our appearance in September of 1944 was consistent with the normal period required for crews who survived, to complete their quota of thirty-five missions before returning to the United States for reassignment.

After the Battle of Britain, the threat from the German Air Force had diminished greatly. Heavy flak barrages over the targets constituted the main German defense against the allied bombers after the Luftwaffe had been essentially swept

from the sky. During our first six combat missions, we were surprised by the apparent absence of the Luftwaffe. The word apparent need's elaboration, since some elements of the German Air Force scrambled to harass the bomber formations on every mission, as could be recognized from the characteristic radio chatter accompanying fighter attacks. Somewhere along the bomber stream that stretched from horizon-to-horizon, a random portion was under attack, but the probability of any particular squadron being engaged was rather remote. For most of our missions, we were fortunate to be spared from direct engagement and hence the impression that the Luftwaffe was dead was apparent and not real.

For a normal combat day, the English Air Force had several options for the allocation of its three divisions. All could attack a single target; each could attack a different target, or finally two could attack one target while the third, a separate one. If all three divisions attacked to a single target, the force would contain about thirty bomb groups each consisting of thirty-six to thirty-nine bombers per group. After the whole force was assembled, each group flew to the target in trail, but separated by two-minute spacing. Thus it took sixty minutes for the whole bomber stream consisting of more than a thousand heavy bombers to fly past a reference point. At high altitude and with the prevailing westerly winds on the way into Germany, the ground speed of the force was typically three hundred and sixty miles per hour. One could visualize the stream as stretching out for three hundred and sixty miles. Alternately, a whole hour was required for the whole formation to pass a fixed observer on the ground. When a reference is made to the horizon-to-horizon bomber stream, it is not an attempt of a reporter to add a bit of color to his writing, but instead to accurately describe the actual phenomenon that occurred.

Merseburg was a frequent Eighth Air Force target in the fall and winter of 1944, because it was the location of the chemical industry that synthesized the gasoline powering the German war machine. Merseburg was intensely feared by the bomber crews because it was an unusually dangerous target. Deep penetration into Germany was required, it was known for its accurate flak batteries and finally contained one of the most formidable concentrations of heavy anti-aircraft guns in Germany, matched only by that over the Ruhr Valley industrial area. Air Force intelligence reported that over two thousand guns of eight-eight and hundred and six-millimeter caliber defend the Merseburg area. As discovered on this particular mission advanced rocket powered German fighter aircraft also defend the target. On November 2, 1944 my crew was selected to fly a mission to this target. This mission was my seventh and my crew's sixth over Germany and as it turned out was the last one we flew as a "wing crew". The method of indoctrination of each new crew into combat was to have the pilot of each new crew fly as copilot with an experienced combat crew. That was it! My crew received their only combat training on my second mission while they were on their first mission. Normally, each squadron consisted of four elements of three planes arranged to form a tight box-like formation, but occasionally a thirteenth plane was added at the tail end of the squadron to form a diamond element of four rather than the normal three planes. By chance, my crew had the dubious honor of flying in this tail end position (affectionately known as coffin corner), a very difficult position to fly.

The start of the mission was routine, with the greatest challenge falling upon the navigator and radar operator whose job was to assure that every known flak area was avoided. Special maps that had been compiled and updated by the intelligence department superimposed a shaded circle over the lethal area (at our flight altitude) of each known flak battery.

This was in essence a phantom map feature, since it was created on the basis of intelligence reports of the locations of the gun batteries. The intensity of these shaded areas was proportional to the aircraft gun concentrations. To avoid these regions the navigation had to be precise. Crew specialist were highly skilled in the operation of the "H2X," the ground radar, and the "G-box," the precursor to, but rather crude version of the Loran navigation system that was to become the standard precision navigation system for many years after the war. With these two pieces of equipment, the combined efforts of the navigator and radar operator could routinely assure that the edges of the flak areas could be closely skirted without actually entering the lethal flak zones.

Three points in the target area were of special significance. These are the initial point (IP), the target, and the rally point (RP). The IP was located up-range of the target at a distance that could be flown in about five minutes for a visual aiming and fifteen minutes for a radar aiming. During these intervals, all the crucial adjustment and the synchronization of the Norden bombsight or the "H2X" radar system with the target had to be completed. Evasive action could not be taken during the aiming and bombsight synchronization or the aiming accuracy could be compromised. The RP was located won range of the target at a distance that could be flown in about a minute. The route to the target was preplanned in a fashion that the attacking bombers had to make a ninety-degree turn from their flight path at the IP to start their bomb run. The turn accomplished two objectives; first, it provide a bit of diversion to confuse the enemy into thinking that the target would be bypassed and second, it allowed the three squadrons of each group to spread out into three distinct attack elements. During the flight to the target the squadrons were stacked vertically with about five hundred feet separation between each squadron. At the IP each squadron

would negotiate the turn to adjust their turning radius to achieve a forty-second separation between squadrons, but each squadron would maintain its altitude. After "bombs away," the turn toward the RP allowed the time-separated group to reassemble by having each trailing squadron make progressively tighter turns to the RP and hence would be reformed at that location. During this last turn each squadron executed a shallow dive to force the enemy flak gunners to continuously adjust the shell bust altitude to match the trajectory of the diving stream of bombers, thereby make the bombers less vulnerable.

The radar bomb run over this treacherous target started normally, but we were under flak attack for more than fifteen minutes, which was about three time's longer than usual. We were the third squadron in our group on the bomb run. While on the bombing run, one of my gunners called out the approach of a strange looking aircraft, attacking from below. It turned out to be one of a group of six attacking ME-163's. Within moments, the activity on the intercom became intense. Contributing to the excitement was the unbelievable performance of this unorthodox aircraft. It was climbing almost vertically at a high rate, possibly several hundred miles per hour. In contrast at our altitude of twenty-six thousand feet it would have had been difficult for the B-17's to climb at a rate exceeding a hundred feet per minute. The attacking plane was quickly identified, thanks to aircraft recognition training, as it penetrated upward through our formation. Members of my crew climbed that the plane was so close that the facial features of the pilot were clearly discernible. 'As pilot, I was too busy flying and unable to observe directly all the details of the attack, but the intercom cross-talk painted an instantaneous and rapidly changing picture of the action that was unfolding.

**Join us next month for the rest of this exciting story.**

“Grapevine Talking” is on still on hold. 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.



Cool video’s found on the internet. Some of you oohed at the videos our guest speaker showed, but every single one of them have been in previous newsletters in this section. Take a few minutes to check them out.

[Doing more than just float your boat?](#)

[Honey, can I borrow some of your dishes?](#)

[Previous “What is it” in action.](#)

[Zero Pollution Jet Helicopter.](#)

## What is it? From last month Sponsored by:



Last month several attempts were made and 3 came up with Percival Prentice. Dan Shumaker was first, but didn’t make the meeting so Peter Bulena was awarded the prize. Chuck Ray also correctly identified it. [Grapevine - March "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:



If you don't know what the CG is, your airplane does. I recommend you be the first to know.

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 [jeffrylite@comcast.net](mailto:jeffrylite@comcast.net).



16610 Von Sosten Road  
Tracy, CA 95304  
[jeffrylite@comcast.net](mailto:jeffrylite@comcast.net) or  
[President@eaa663.org](mailto:President@eaa663.org)