



THE GRAPEVINE



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

Vol. XXVIII,



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May Meeting And Program

NOTICE: Our May meeting will take place at 7:30 P.M. on the 6th of May. The meeting will be at the terminal - KLVK.

Calendar:

Month	Date	Speaker	Topic
Mar	4	Lt Green	Flying over water
Apr	4	Alan Brown	Inside Skunkworks
May	6	Cindy Smith	PilotsNPaws

Our May Program will feature Cindy Smith from PilotsNPaws. PilotsNPaws is a national, non-profit organization that is intended to be a meeting place for those who rescue, shelter or foster animals, and pilots and plane owners willing to assist with the transportation of animals. PNP does not coordinate or arrange or schedule the rescue flights, overnight foster

care and all other related activities. Organization of the flights is left to the parties involved.

Aviation is a wonderful alternative to ground transports since we can travel in 3-4 hours that may take 10-12 hours by car. The discussion board is also intended for participants to develop friendships and relationships and to get to know one another because we are all working for a common goal -- saving animals!

About me -- not much to say. I have been flying for 8 years and bought my 2003 Diamond Star (DA-40) in February of 2004. All of my flying has been saving the dogs and finishing up my Instrument Rating!



Important NOTE:

Don't miss the 1st EAA Chapter 663 BBQ of the year - May 15, 4pm

Come and join in the fun. Bring an entrée to put on the grill for yourself, bring a side dish to share with everyone. We will have beverages (soda, beer and water) on ice, along with the BBQ necessities - napkins, plates and flatware.

Joint us at Hangars 113/114 Livermore Airport (1st row inside gate at the corner off Airway and Kittyhawk). Use gate code 12663# if you don't have your own access card. (This code is only active on EAA Chapter 663 BBQ dates.

For more information email : President@eaa663.org or call 925-872-7423

Ralph

Minutes:

GENERAL MEETING, EAA 663,

4/1/2010 Livermore Terminal

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

Other Board Members in attendance were Kirk Knight, Don Smith, VP, and Marc Palajac, Treasurer. Were out of the country.

We had quite a few guests, including Daryll and Nick. Nick admitted to being a frustrated non-pilot due to his colorblindness. Many members suggested he seek a Sport Pilot certificate, with no color blindness restriction, a novel and exhilarating discovery for Nick. Also visiting was Renee Robinson, EAA 393 Chapter in Concord, who flies a Rans S-14. Rolando Basora is a friend of Kirk Knight's, perhaps one day he'll be available to buck rivets? Dave Forré (sp?) is taking lessons at Tracy. Lazar owner Howard joined us. He's an EAA and IA member, he also has a Great Lakes in need of a trailer.

That led to a story of the chapter's trailer being stolen, held by the Police as evidence, and now in need of a new wooden bed.

The minutes for the March meetings were approved as printed in "The Grapevine".

Treasurer Mark Palajac announced 81 members, with a few more promising to pay soon. He's accepting dues (\$30) for 2010, checks only. He reported current balance of \$5,174.58.

Marc's 2009 report showed total income in 2009 of \$5,394, including \$2,560 from the dinner, with dues and operations generating another \$2,834. Expenses for the year totaled \$6,194.42, most of which was the dinner, with a net loss of \$231.25. The other large expense in 2009 was the prop balancer at \$1,506.33.

OLD BUSINESS:

Chapter BBQ dates are: May 15, June 12, July 3, August 14 and September 18.

TOOLS: Bob Farnham anticipates having 3/8" tube bender available to round out the full set. He also

noted Ralph's comment about the trailer deck and suggested we replace with plywood.

WEBSITE: Brad Olson will be sending out emails soliciting photos from member who have new planes to show. There may be some air-to-air work in the near future resulting in new photos. SEND Project photos to pictures@eaa663.org

YOUNG EAGLES: No recent word from Eric Helm
Editor Note: This evening (4/15), I have the pleasure of announcing that Trina Anderson has agreed to be our Chapter Young Eagles Coordinator.

I am confident that Trina will perform these duties in an outstanding manner.

Ralph Cloud
President
EAA Chapter 663

NEWSLETTER PHOTO: Jeffry announced the secret aircraft was the Boeing Vertol XCH-62 Heavy Lift Helicopter mockup. Several members noted that it's subsequently been recycled.

ACTIVITIES: Announcements were made for many events. April 6-7 AHART will have a Single Pilot IFR class, then a pancake breakfast on the 17th at Minter, also on the 17th Watsonville Airshow, April 19th FAAST Safety Standdown at Buchanan Field, a Lancair group workshop April 24-25 in Watsonville, April 30-May2 EAA B-17 Aluminum Overcast visit to Hayward, with subsequent visits to Watsonville and Napa, on May 7 a Luau at Red Bluff.

Guest Renee Robinson, who builds the EAA393 website, spoke about a nationwide EAA effort to link local chapter websites.

OCEANO UPDATE: A real estate developer seeking to close Oceano airport. The county notes it is not for sale. The developer has gone so far as to restrict entrance of pilots of meeting, hiding location of the meetings. The locals remain opposed to the change. Manager of SLO and Oceano airport is the same person. May 8th is a big flying to support the airport. <http://oceanoairport.com/Oceanoflyerfinal.pdf>

THROUGH THE FENCE: Greg spoke about FAA and TSA proposals for restricting through the fence operations. Fortunately, the issue has become visible in congress and several bills have been submitted. The House bill is H.R. 4815, sponsored by Representatives Sam Graves and Leonard Boswell. The Senate Bill is H.R. 1586 Amendment #3465, sponsored by Sen. James Inhofe and co-sponsored by Sen. Ron Wyden.

Trina Anderson announced that TCY is in the process of a facelift.

Dave Dent announced he brought back a nearly complete, but disassembled, Varieze from Monterey complete with O-200 engine. It's for sale for about \$5,000 if you act **fast**, otherwise Dave will have to break it down to fit in his hangar.

BREAK for cookies.

MAINTENANCE HINTS WITH DAVE DENT: Repacking wheel bearings. What do you look for before repacking bearings? Dave says, you can't look for anything, just do it. He suggests 3 years or 300 hours, whichever comes first. He suggests repacking when you change tires.

Dave then let us in on the secret of B-52 wheel bearings the Soviets would have had to torture out of him: Gasoline! Gasoline cleans the old grease out of wheel bearings. Don't push out the old grease with new, the dirt won't leave.

Clean the pieces with air, **BUT DO NOT SPIN THE BEARING** with air, unless, of course, you want to buy a new one! With the separate pieces clean, inspect for flat spots – especially **BLUE** spots that indicate wear.

Dave added a few more secrets of Soviet, I mean, bearing domination: Thermal expansion! The bearing race in a wheel is removable for cleaning. The race and wheel are different metals, and have different coefficients of expansion. Dave will use dry ice to chill the race, and heat the wheel, making it easier to punch it in or out as needed.

Now, ready for grease? Dave recommends lithium based, high temperature, disk brake grease, **NOTHING ELSE** unless the bearing manufacturer

specifies it. Dave puts a big glob of grease in the palm of his hand and then holds the bearing in the other hand and rolls his wrist to push grease into the bearing. He doesn't spin the bearing. Extra grease does no good, according to Dave.

Dave had a few other pointers to identify components, so contact him if you have questions.

GUEST SPEAKER was Alan Brown speaking on "How Wings Work." He began by noting that in the last 15 years some people have new ideas on how wings operate. But it quickly became obvious that the challenge remains increasing lift without increasing drag.

Dr. Brown returned to first principles of aerodynamics as old as Newton's momentum theory in 1670, and literally flew through the next 340 years of discovery. I apologize that I was so transfixed by the presentation that my notes are incomplete.

Bernoulli deserves a lot of credit for his work in 1738 on hydrodynamic pressure. His mass flow equations form the foundation of efficient airfoils and can be easily calculated. The Wright brothers invented the wind tunnel to test principles, distinguishing them as remarkable scientists as well as engineers.

What is most fascinating about his presentations is his ability take a complex challenge such as design of Space Shuttle, F-117 or Mach 3 SuperSonic Transport, easily understandable.

At subsonic speeds where EAA members operate, Dr. Brown addressed minimizing adverse yaw in a design, ideal gap seals, use of flaps, and vortex generators preventing the premature separation of laminar flow – if carefully designed.

MEETING ADJOURNED at 9:48 PM for pie.

Minutes respectfully submitted by Chapter Secretary Kirk Knight

Changes or corrections welcome.

Corrections and clarification are invited.

MINUTES: BOARD OF DIRECTORS MEETING, 4/8/2010, 7:30 PM, RALPH'S PLACE.

Ralph Cloud, Bob Cowan, Bob Farnam, Dick Jennings, Brad Oliver, John Goldsmith and Bruce Cruikshank were present. There may have been others.

Mark emailed Ralph that the chapter had \$4726.97 in the bank and 84 paid members.

Business: Bob Cowan offered the idea of the chapter sponsoring a student kit aircraft construction project: He had read an article about how such a project back in the 80's had affected the lives of several of the students involved in an inspiring way. He thinks he can get some financial backing from his local Rotary Club. The kit he had in mind was a RV-12 and the school Del Val Continuation High School. Ralph suggested investigating changing the chapter to a 501-3C corporation so contributions to such a project could be tax deductible. More will come about this in the future.

Ralph asked if anyone knew of someone who would take over as Young Eagles Coordinator.

Dates for chapter barbeques are as follows: 5/15, 6/12, 7/13, 8/14, and 9/18.

There was a discussion of possible venues for next years annual dinner.

Brad Olsen passed on to Ralph that the chapter website MEMBERS page is working (great news). It is password protected, and 43 members are without and need to contact Brad.

Program for May: Ralph asked for suggestions for a program for May as Don Smith is still working in Italy. Lacking other suggestions, Ralph said he would see if the local woman coordinating Pilots for Paws (dogs, not old fathers) could make a presentation.

Announcements: Next meeting will be May 6th, with the director meeting on the 20th.

Meeting adjourned for pie.

Respectfully submitted, Bruce Cruikshank for 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.

Mailbag:

This month's article continues 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 - continued Bernard Iwanciov

For the first time since we had started our combat tour, all of my gunners opened fire at the target as it came into their field of view and gun range. After dropping our bombs and making the turn to the rally point, the group lead ship commanded by Colonel George B. Whitlock sustained a direct flak hit and went into a slow spiral dive while flames and black smoke were observed streaming from the wing of his wounded Flying Fortress. No one reported any parachutes leaving the stricken aircraft.

As recounted during the intelligence debriefing following the mission, the ME-163 continued its climb for a short time after penetrating the formation. Then it rolled to a horizontal attitude and momentarily appeared to hover at a respectable distance off to the side of the formation (possibly 400 or 500 yards) as if studying the formation for a weak spot for another attack. At this moment, Gordon Nelson, my crew chief and upper turret gunner framed the ME-163 within his computing gun sight and fired a burst of 50 caliber rounds. A small fraction of a second later, the ME-163 blew up in a massive ball of flame. The explosion was confirmed by several of my crewmembers that were also concentrating all of their attention upon the rocket-powered aircraft. At a range of 400 to 500 yards, a moving gun platform firing at a moving

target yields a low kill probability. The hit would have been impossible without Nelson's excellent turret handling ability combined with the semi-automatic tracking and gun pointing capability of the computing sight and pointing turret combination. This was the report provided to our intelligence personnel. Since we were the last aircraft in the group formation, the kill may not have been observed by other planes, hence confirmations may not have been as positive as desired, but my crew and I were certain that the events described here were accurate.

A surprising feature of the attack is that it occurred while we were flying through a heavy flak barrage. Even our own fighter escort would temporarily break away from the bomber stream while we entered a heavy flak barrage and would rejoin the bombers at the rally point. As stated earlier, the ME-163 carried only sufficient fuel for about eight minutes of powered flight. Possibly this short-coming dictated that the ME-163 pilot was not free to pick his time of attack but had to engage within the eight minutes time gate and hence was forced to enter the flak barrage.

Since only two kills of the ME-163 by bomber crews were indicated in the book "On Last Look" without information on the dates of the losses, this destruction of a ME-163 may well have been the first one credited to bomber crew's defensive action. After all operational data was compiled, the 493rd Bomb Group and in particular Gordon Nelson appears to have chalked up the amusing statistic of having destroyed half of all ME-163's that were claimed by Eight Air Force bombers. It was a great honor to have been the aircraft commander to this very young, highly disciplined crew. They performed outstandingly during their first head-to-head encounter with the enemy, even in a situation for which they had no specific training, since destroying a rocket powered aircraft was not part of their gunnery curriculum.

The ME-163 was the only German aircraft we engaged during the twenty-one combat missions and three missions to drop food in Holland. Curiously, we never saw a propeller driven German aircraft during our nine months of combat, although our radio monitoring indicated their daily presence somewhere along the bomber stream. Additionally, each night and morning, a V-1 buzz bomb flew directly over our base at an altitude of possibly only five hundred feet. Our base was situated on a direct path between one of the buzz-bomb launch sites and London. On our occasional two-day passes to London, we would sometimes be under random attack by Von Braun's famous V-2 rocket. On one occasion I visited the impact site the following day. So our contact with the German Air Force was only with their advance aircraft. This circumstance is a great tribute to the superior defensive effort put up by our supporting fighter aircraft, especially the P-51's, which were constant companions on our missions. I always felt a strong sense of comfort while observing that during all of our time over enemy lines were flying essentially within a protective tube of P-51's. In any direction that we looked—above, beneath, and on both sides, the P-51's were forever patrolling back and forth along their assigned sector of the bomber stream. This dazzling fighter support was a major reason that the Luftwaffe had difficulty getting at the bomber stream during the closing phase of the air war.

Several days following this mission, Major Hale called me to his quarters where I was informed that my crew had been selected to enter lead crew training. Perhaps the described incident captured the attention of the command staff of the 493rd Bomb Group. The experience of being a member of the lead crew cadre turned out to be quite exciting and rewarding. We gained the opportunity to become knowledgeable in the intricacies of the radar bombing equipment and some of the fascinating techniques developed to make this new electronic

equipment an effective bombing aid. A lead crew that performed most of the crucial work manned the first plane in each squadron. The inventory of each group of B-17's was approximately 100 planes, but only twelve were fitted with the secret "H2X" radar equipment. The "H2X" was so advanced that it appeared to be still in the development stage when incorporated into the Air Force operational assets. It was a temperamental item that was difficult to maintain. Of the twelve sets available, the electronic maintenance crews had difficulty getting three sets ready for each mission. Therefore only the lead aircraft of each squadron carried this equipment and only they could perform the necessary aiming on overcast days. Bombing during periods of bad weather when the ground was not visible to the bombers would have been impossible without this piece of equipment. Although it was not common knowledge, only the lead planes and the deputy leads that flew off the right wing of the lead planes were equipped with the Norden sight. On a bomb run all of the aiming was done by the squadron leads. The remaining aircraft in each formation salvoed their bombs when the lead planes released theirs.

A disadvantage of being a lead crew was the normal three to four months required to complete the required quota of combat missions now was stretched to the end of the war. After seven combat missions flown between October 2 and November 2 of 1944, we completed only fourteen additional and three food-drops to the starving Dutch population before the end of the war in Europe (early May of 1945). I do not know whether the food drops counted as combat flights. If they did, my crew was a few missions short of completing our normal quota of combat missions when the war in the European Theater of Operations ended in early May of 1945.

"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.

[The 10 best jumps ever!](#)

[Solar airplane destined to fly around the world 2012.](#)

[A typical EAA 663 breakfast conversation.](#)

[An Eagle chasing an RC airplane](#)

What is it? From last month
Sponsored by:



Last month Dan Shumaker was correctly identifying the Boeing Vertol XCH-62 Heavy Lift Helicopter picture that was supplied by Kirk Knight. Thanks to both for your participation. [Grapevine - April "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.

**What is it?
Sponsored by:**



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.

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.





When you land on the wrong runway at a strange airport and the tower asks for your home base, it is a good time for a lot of radio static.

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.



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