



# THE GRAPEVINE



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

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## July Meeting And Program

**NOTICE:** Our July meeting will take place at 7:30 P.M. on the 1st of July. The meeting will be at the terminal - KLVK.

### Calendar:

Month	Date	Speaker	Topic
June	3	Dave/Trina Anderson	Dynon's new "sky view" and LED lights
July	1	Chuck Ray	Designing and building an LSA

**Our July Program** will feature Chuck Ray "Designing and building a composite aircraft, choices we have made and things we've learned."

Some of the issues I will discuss are: Why LSA? Why a composite design, How did I choose major design elements and layout, airfoil, wing planform, construction methods.

Other issues are: What new things have I had to learn and what have we learned along the way?

### My background:

I wanted to learn to fly even before my first ride in an aircraft in 1948. I soloed a 65hp Aeronca 7AC Champ the day after my 16th birthday and I got my license a year later in the summer of 1956 in our family's company 125 HP TriPacer. I graduated from Caltech with a BSME in 1961. I spent 2 years at Stanley Aviation in Denver Colorado, working in R & D Engineering mainly in analysis and Preliminary Design. I then worked a series of jobs, none involving aviation. Flying was only a dream that would surface when I could afford to get current and rent a plane for a few months. I joined EAA in 1965.

Do you remember the issue of Sport Aviation with Burt Rutan and N4EZ on the cover? I think that it was just after Oshkosh '77. That airplane really hooked me and I convinced my wife to let me buy a set of plans and the initial parts kits from Aircraft Spruce and Ken Brock in September '78. I made the first flight in N45CR on June 20, 1980. I flew N45CR on and off until I sold her to a friend in Reno when Sharon and I moved to the Bay Area.

I will tell you Thursday evening how and why Darryl and I started to design and build our own airplane.



## Important NOTE:

Don't miss the 3rd EAA Chapter 663 BBQ of the year – July 3rd 4pm.

Come and join in the fun. Bring an entrée to put on the grill for your-self, 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 (1<sup>st</sup> 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](mailto:President@eaa663.org) or call 925-872-7423

#### **Minutes:**

MINUTES: BOARD OF DIRECTORS MEETING, 6/17/2010, 7:30 PM, AT RALPH'S PLACE.

**Ralph** Cloud, Mark Palajac, Brad Oliver, Brad Olsen, Bob Farnam, John Goldsmith, Bruce Cruikshank, Bob Cowan, Trina Anderson, and her sister Dee were present.

**Mark Palajac** reported 89 paid member and a balance of \$4885.24 in chapter funds.

**Trina Anderson** the Young Eagles Coordinator stated she had 6 eaglets lined up for Saturday's (6/19) event, but no pilots. . . .yet.

Ralph said the first chapter barbeque of the year on 6/12 was a success. Then next will be on Saturday 7/3. The August barbeque on Saturday 8/14 will be hosted by chapter member Bob Tucknot at hangar 239 on the south side. Bob will generously provide everything except the people!

**John Goldsmith** has confirmed the Presbyterian Church on 4<sup>th</sup> Street in Livermore as the venue for the 2011 (yikes) annual chapter dinner. The cost will be about half of that for this year's at the Community Center. We still need ideas for a speaker.

**For those** who had not noticed, the compressor that runs the chapter bead blaster is ka-poot. Tool man Bob Farnam had some information on compressor's available for Northern Tool. The current one is a 5 hp with a 50% duty cycle. To replace it with a 5 hp with a 100% duty cycle would be \$880 with free shipping. Just the pump would be \$370 (from the same source) using our current tank and motor with unknown mating issues. The matter was deferred to the general meeting.

**Brad Olsen** handed Mark a bill for \$131 for the cost of the web sever. Everything on the website is working. He still wants pictures.

**Bob Cowan** has postponed indefinitely the high school airplane building project as he currently has little time to devote to the project.

**The city** has decided to change the name and makeup of the Airport Advisory Committee. There will be 3 pilots, (one a non tenet?) among other citizens on the Airport Committee.

**The July** program will feature Chuck Ray discussing the design goals of the RB Special. An ambitious all composite Light Sport airplane he and brother Darryl are designing and building.

**Announcements:** Next meeting will be 7/1. There will be a supply of Wicks Aircraft Catalogs available as Ralph has a box of them to pass out.

**MEETING ADJOURNED** at 9:00 PM for pie.

**Minutes respectfully** submitted by Chapter Secretary Kirk Knight  
Changes or corrections welcome.

**MINUTES: GENERAL MEETING, EAA 663,**  
6/3/2010 Livermore Terminal

Called to order 7:32 PM by President Ralph Cloud.  
Other Board Members in attendance were Kirk Knight. Marc Palajac, Treasurer was out of the country.

#### **TREASURER'S REPORT:**

Marc reports 89 members and a bank balance of \$4,685.24.

**The minutes** for the May meeting were approved with one edit from "The Grapevine." (note: The secretary will assure proper spelling of your name AND buy 10 gallons of 100LL in exchange for a bit of flying time.)

**BBQ:** The BBQ is now officially upon us. The next event is June 12 at hangars 113-114. Charcoal will be ready about 5PM. Bring an entre for your party and a side dish to share. Liquid refreshment, generally unsuitable for powering aircraft, is provided.

**GATE CODE:** There is a [new gate code hidden](#) in a complex mathematical formula. EAA members will decipher it as follows: (modified for the non-RV cohort) Start with the number of months in a year. Then enter our EAA Chapter number. Then press #. The LVK gate will open and a cold, possibly adult, beverage will be your reward.

**Next Chapter BBQ** dates are: July 3 (hangars 113-114), August 14 (note change of location below) and September 18 (hangars 113-114).

**BBQ SPECIAL ANNOUNCEMENT:** Bob Tucknott publicly offered to [host the August 14 BBQ at hangar 239](#). For those who normally sleep through meetings, Bob further offered to provide rib eye steaks! While some may consider looking this gift – ah – beef in the mouth, the traditional EAA member reaction is to inquire about who is bringing the A-1 Sauce. Thank you, Bob!

**YOUNG EAGLES:** Young Eagles coordinator Trina Anderson had tremendous interest at the May 15 “National Learn to Fly Day” at Tracy. Trina reported they had 45 Young Eagles, 8 pilots including Leland, Bob Cowan and Jerry. Future Young Eagles events are Juen 19, LVK with 10AM flight time for likely fog, July 10 at Tracy at 9AM, then August 14 at LVK, again 10AM for fog.

**As a reminder,** Trina is alternating months at LVK and TCY in cooperation with Stockton EAA Chapter 1432. Your participation is welcome at either venue.

**Dave Dent** suggests we explore getting Sully Sullenberger to attend a local Young Eagles event. Bob Tucknott inquired about how prospective Young Eagles get on the list. **Prospective Young Eagles can use the [EAA663.org](http://EAA663.org) website.**

**TOOLS:** Bob Farnham announces the 3/8” beader is in stock. Bob noted that the occasional requests for a shear might consider a call to the nice folks at First Flight Aviation on Stealth Court east of the LVK.

**Bob Cruikshank** suggested locating the [missing cable tensioner](#) among members with an announcement as well as posting on the website.

**WEBSITE:** Brad is on a roll. He posted Jeremy Constant’s first flight video, as well as many others. Send your photographs, incriminating evidence or mere snapshots to Brad at [pictures@eaa663.org](mailto:pictures@eaa663.org).

**OTHER UPDATES:** Next Board meeting is June 17 at Ralph Cloud’s rivet shop. Next Chapter meeting is Thursday, July 1, 2010.

**EVENTS and FLY INS:**

June 12 Hayward Air Race

June 19 Wings over Carson, NV

NOW : Prepurchase your AirVenture tickets

July 26- Aug 3 - AirVenture

August 8 – Willits Airport & Skunk Train with Chapter 1027

August 27-28-29 is the Quickie Fly-in at LVK. Check with Norman Howell.

**AIRVENTURE:** If you’re flying to Oshkosh (ahem!) [AirVenture](#), they request you obtain a copy of the NOTAM in advance. You can download it from the EAA 663 website. Also, there’s a link to EAA for the Oshkosh visitours and convention bureau for hotel rooms, local guest rooms, neighborly folks, etc.

**NEWSLETTER:** Jeffry Larson announced no winner in this month’ **Name that Plane** contest, which was a 1/12<sup>th</sup> scale Boeing prototype called the X48b Blended Wing Body aircraft.

**BREAK** for cookies at 8:05pm

**MAINTENANCE HINTS WITH DAVE DENT:**

Dave provided a sparkling exposition on spark plugs. A few basics: automotive plugs are 13-14mm, whereas a Lycoming plug is 18mm. Like every other bolt on your aircraft, accurate torque is very important. Continental is 25-30 ft/lbs, Lycoming is 30 ft/lbs, check you specs.

Dave strongly recommends staying with your existing plug model. Some plugs have a longer “reach”, others a shorter reach. Long reach plugs are found on big Continentals, for example. If too short, the plugs can foul. If too long they can hit the top of the piston.

Dave recommends pulling all plugs when performing oil change, which he does at 50 hours. This is a twofer – you can see condition of plugs and also evaluate performance of each cylinder. If the center electrode looks like a football, kiss it goodbye. Don't neglect the rest of the plug, look for cracks in leads and ceramic. Oh, by the way, if at any time you drop the plug, drop it twice – this time in the trash.

He then crisscrosses, or rotates plugs top to bottom (within the same cylinder), not between cylinders. Why do this? Dave finds that this extends plug life. A massive electrode will run 400 hours. A fine wire plug can serve 2,000 hours if you clean the wire regularly and properly, and are careful about engine use.

Now we come to the mystical part of the discussion: What about new gaskets and annealing? (A bit of kibbitzing ensued, so this writer suggests talking to Dave for clarity.) Dave says you don't need to replace gaskets at 50 hours. He notes Champion does not recommend replacement. He anneals his gaskets by heating with a gas torch (not near the plane, please!) and quenching in water to anneal. If you don't change the thermocouple.

The next area of Dave's attention is the wiring harness. The typical harness lasts 1,500-2,000 hours. New materials are stainless steel and similar materials that will last the life to TBO.

Dave had a few cautions about helicoil inserts – CAREFUL! Be careful removing a plug to prevent from angling it and accidentally removing a helicoil insert. He thinks he has the only helicoil insert tool at LVK, should you need it.

The bead blaster is great for cleaning plugs, but it currently out of commission awaiting repair of the 14 year old compressor. What's needed is a high volume high duty cycle. If you find something, let Bob Farnum know.

Be sure to thank Dave for sharing his knowledge.

**GUEST SPEAKERS** Dave and Trina Anderson presented on behalf of Craig Vincent of Skyview Aviation.

Dave & Trina had bright, shiny electronics from Dynon, a sure way to get the attention of EAA members. Not to upstage the presentation, Dave & Trina announced near-completion of their RV-9A, so many of the capabilities they described are literally built into their plane.

Not to confuse names, but the new Dynon system is called the Sky View, providing a change from the traditional Dynon D100 and D120 self-contained units with a modular design. The obvious advantage is a flexible choice of 7" and 10" displays with nearly identical functionality and a shallow 2" display depth. This makes it easy to mount a glass panel in a small flightdeck, or to put a pair of displays, of different sizes, which can be instantly swapped from PFD to EFIS. Related advantages are flexible weight distribution and ease of access to components.

What makes Sky View compelling is the shared data network, a concept familiar to distributed computing networks for decades. This enables a modular growth path with gradual additions as well as repair or replacement of specific modules. For those of you who are geeks, the system runs a real time Unix core, not Windows. If you don't comprehend why this is important, ask a systems programmer.

The modular approach should make it easier (note I didn't write free) to add network interfaces that integrate to your existing avionics. To better understand this flexibility, look around an office at the different printers, fax, scanner, wireless network, etc. Each of those devices communicates over a network using a common language.

Sky View is still quite new, and doesn't (yet) offer XM weather, moving map, interface to SL30/40, interface to Garmin 429, and other items, but these seem to be identified in their product roadmap.

On the other hand, Dynon updates are FREE with an SD card, and Dynon is offering a \$1,200 trade-in value for your D100.

Dave and Trina evaluated quite a few systems before deciding on Dynon, and the Dynon Sky View

MEETING ADJOURNED at 9:00 PM for pie.

Minutes respectfully submitted by Chapter Secretary Kirk Knight

Changes or corrections welcome.

### 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:** As per previous email, the packet from the Oakland FSDO will be available at this month's meeting for inspections and ownership of the contents regarding Sport Pilot. For those that are thinking about or better yet, worrying about renewal of your medial, this may be the info that you have been looking for. Be sure and attend the meeting and pick up some of the materials that will be available.

“Grapevine Talking” has been revitalized this month. Dave and Trina Anderson have spent the last 2 years, 7 months, 22 days and 16.5 hours building their RV-9A. Being a fellow hanger neighbor, I have watched the transformation and spent countless hours sucking down cold beer from their hanger fridge talking about this part, that section, difficulties, flying to stay current and countless other discussions while watching the transformation from parts to airplane. It is with great privilege that I bring you an opportunity to hear their thoughts shortly after completing their required 25 hours of FAA mandated flyoff time.

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.



**GVT:** I guess the first thing to ask is “What was the best part of the journey?”

**Dave:** It was close, probably a tie between the first flight and the first flight together (remember Dave and Trina are BOTH pilots with similar hours.)

**GVT:** OK, so now we know the best part, what was the worst part?

**Dave:** Building the canopy. **Trina** – Whichever one that you choose, the other one was easier. The tip-up vs the slider. We spent a lot of time with lots of little details trying to do it right the first time. **Dave:** The other time consuming part was “fixing stupid”. We purchased a standard kit that was at quickbuild + stage. Overall, we could not quite believe that someone could mess up clear concise plans this badly. Our friends, chapter members and hanger neighbors each contributed in their own unique way. It was an ongoing lesson in “airplane” from start to finish.



**GVT:** What was the total time you invested?

**DnT** – 2 years, 7 months, 22 days and 16.5 hours. We probably have close to 2500 hours. A lot of those were spent thinking about our choices and planning. We did a LOT of planning, none of which we regret. It was frustrating at times, but the end result is that we have a much better airplane. Looking back there are a number of things that we didn't keep track of, the number of times stepping into and out of the airplane, the number of beer's and margarita's that were consumed, the number of burgers, ribs and hot dogs that were cooked on the BBQ, but that was part of the “cool” things about building an airplane. Everyone contributed. Sometimes it was just the camaraderie of doing this “project”, other times it was the expertise that were drawn to the hanger and most of all it was the aviation community combining their experience to contribute to a successful goal. That journey in itself was worth the price of admission.

**GVT:** As you look back on it now, what were some of the critical stages?

**DnT** – Planning. For example, we spent more than a week on the angle of incidence of the wings. We measure, checked, re-measured, checked again, asked

questions, re-measured, checked again and then finally a week later, we drilled the holes.



**GVT:** What did you do for the famed “transition training?”

**DnT:** 180 hours in an Archer, 80-90 hours in a 182, 29 hours in a Mooney and 33 hours in an LSA Skylark. The Archer and the Mooney flew similar, as their flight characteristics are close, but the LSA had the same light touch as the RV-9A but was tossed around a lot more than the RV-9A. Trina had the opportunity to fly in an RV, but Dave spent all his time building and flying what was available, always keeping in sight the end goal, which was to be comfortable in the RV. Last week Dave flew the LSA in 25-30 winds at Tracy and figured if he could handle that, doing the first flight in the RV with calm winds should be ok.

**GVT:** Any surprises on the first flight?

**DnT:** - No, we read and practically memorized Van’s book on building and flying the RV and followed his advice. There were no surprises and his advice is solid and sound. We did a LOT of planning and research. It was time well spent. Having the opportunity to fly at a non-towered airport like Tracy made a big difference as well. Had we taken the first flight at a towered airport like Livermore, it would have definitely changed the way we approached the first flight as well as what we had to do during the flight and contingency plans.

**GVT:** What was your approach to flying the FAA mandated 25 hours?

**DnT:** As stated before, a lot of planning went into “the plan”. We did our homework on the preflight and the actual flight plan, which paid dividends during inspection because it was one of the things the inspector wanted to see. Having a completed flight plan (per the FAA and Vans recommended) flight plan was one of the most significant pieces of documentation that the

inspector was interested in. Once the inspection was completed, we reviewed the “plan”, then flew the plan and with but two minor squawks, it was pretty simple and resulted in a solid airplane with lots of enjoyable hours despite the aspect of cruising endlessly around the 100 mile radius. Suffice it to say, there are a lot of delta landmarks that are committed to memory.

**GVT:** If you had to do it over again, what would you do different?

**DnT:** Not buy a previously started kit. Fixing “stupid” was a big setback in a lot of areas. That being said, having spent a LOT of time upside down doing panel wiring, we would gladly pay for a pre-designed wiring harness. It’s hard to imagine the amount of wire and heat shrink that this airplane just gobbled up. Having now done it, it would be much easier the “next time”, but having said that, spending the extra \$\$ for someone’s expertise would probably be well worth it. We did spring for a \$200 pre-designed harness. We wouldn’t spend the thousands of dollars some folks want to do this but it would have had a more modular wiring system.

**GVT:** Now that you have spent all this time building and now flying off the required hours, did you really build the right airplane?

**DnT:** Absolutely YES. Van’s makes a really nice airplane; it does what it claims without any inflated values. Despite the claims about “transition”, Dave logged his first RV time on its maiden voyage. Again, the planning and preparation were key to the success. If you do the homework, and there is plenty of it out there, solicit advice from the local building community, it’s something that can be accomplished without relying on others to fly it away. Van’s still feels like the “9” is the best burger airplane. It doesn’t have the pizzazz of the 7, 8 or 10 but for the average everyday flyer, it’s solid in everything it does. We feel like this is the perfect “burger” plane for us to enjoy for a long time.

**GVT:** What are the performance specs that you have come to know and love?

**DnT:** With full power, and 20 degrees of flaps it gets off in 150-200 feet. Given all the airplanes that we have flown, it’s simply spectacular. It goes to note that one of the things that Van’s talks about is doing high speed taxi will get you in trouble. It is just a few seconds after you put in full throttle that you are headed for the sky. Trying to contain that amount of performance to just

“high speed taxi” it’s easy to see how one could get into trouble if they are not expecting to “fly” during those exercises.

**GVT:** What were some of the “best” choices that you made during this journey?

**DnT:** The constant speed Hartzell Prop has to rank near the top. Trina’s and Dave’s Dad looked over the specs and decided that if we were going to “do things right”, that the CS prop was a no brainer. Everyone might have their opinion on “In-Law Input” but in this case, it was GREAT advice. It was quickly apparent for a variety of reasons that this was a good choice.

**GVT:** What are your performance numbers?

**DnT:** 75% power at 8000’, 138 knots burning 8 gal per hour. 58% power doing 132 knots burning 6.8 gal per hour. Climb is around 2000’ fpm solo and was almost 1500 fpm dual on 100 degree day. To say that Van’s aircraft fly to spec is pretty darn accurate.

**GVT:** Any problems in the first 25 hours?

**DnT:** We had a small oil leak in the first hour which was easily corrected on the first cowl off inspection. After that it flew flawlessly until we pulled the cowl after the 6<sup>th</sup> hour. A cotter pin holding the carb heat connector was “eaten” and replaced with an AN bolt fixed the problem. One of the things that we noticed was the “shiny surface” got smoother, resulting in an unbelievable “glow” and heat from the sun. We are planning on painting the airplane and have a lot of respect for those “polished birds”. It seemed to reflect a lot of sun and heat and we really look forward to the finished paint to see the difference. (Ed Note: I fly a highly polished airplane and the stick protruding between one’s legs is a great way to eliminate the glare. Since we have no predefined schedule to meet, the glare is significantly reduced by tilting that “glare reducer” between your legs in either left, right, forward or backward.)

**GVT:** What can you say about your overall experience?

**DnT:** Van’s builds a very nice airplane. It incorporates the best from legacy GA as well as current technology to provide you with a very high performance, stable, solid airplane that is a kick in the pants to fly for a realistic price. Bang for the buck is a pretty fair description as to why Van’s has been such a success. The flight program called for 115 kts at a 60 degree bank and it flew like it was on rails. Predictable, solid

and completely comfortable. Plan the flight and fly the plan made it seem like everything was totally blasé. No surprises, except for the fact that we have built and have flown our own airplane!!! How cool is that?

**GVT:** Any surprises?

**DnT:** Not really. The Dynon yelled “Stall, Stall, STALL, repeatedly long before the airplane wanted to quit flying. Again, the time spent planning and following the plan was a huge contributing factor to the success we enjoyed not only during the build, but also for the test plan and the duration of the 25 hours. We can’t stress enough about the value of planning the plan and then flying the plan.

**GVT:** Any regrets?

**DnT:** We didn’t keep track of a lot of things. As mentioned before it would have been neat to tally up how many times we stepped into/out of the airplane, the burgers, BBQ’s, beer and pitchers of margaritas consumed. How many feet of wire and heat shrink that the airplane swallowed up.

**GVT:** Looking back, what are the positives that you experienced?

**DnT:** We were very fortunate to have had such a large family. EAA Chapter members, fellow pilots, fellow builders and hanger neighbors all helped. Each contributed in their own unique way. We took advantage of everyone’s expertise as well as their experience and advice. Flying is really about the knowledge of those around you and how well you can filter. Study the plans, doing the research and soliciting as well as accepting the criticism and advice from those around you. Keep an open mind and evaluate all that contribute will make you a better builder and ultimately a better pilot.

**GVT:** What has this experience meant to you?

**DnT:** A fellow builder’s wife put it best. Halfway to Oshkosh, she said “Flying halfway across the country in an airplane that we build in our garage is an amazing experience”

**GVT:** What were the best decisions that you made during your “journey”.

**DnT:** The Dynon Dual screen was without question the best “instrument” choice. The “bang for the buck” was a prize winner and the connectivity to computer to download the flight details from every test flight

contributed to a successful “plan the flight and fly the plan”. We spent 18 months planning our panel and the success of our test flights as well as the data provided from the regular downloads from the Dynon helped confirm that we were indeed “flying the plan”.

**GVT:** Any words of advice?

**DnT:** A willing partner. FAA inspector noted the partnership and congratulated us on building and airplane and remaining married. Plan, Plan, especially when nearing the finish. If we had been more organized in the hanger it would have gone together much faster. There were times when one was working and the other was cleaning and a day, week or month later one of us couldn't find something the other had “put away”.

**GVT:** What were some of the more difficult things in building an airplane?

**DnT:** Getting Trina to commit to do it, it took 8 years. It would have gone a lot faster and we would not have spent all that money on renting those airplanes, but each of them helped us define the airplane that we wanted in the end, so can't really say they were not valuable.

**GVT:** Were you nervous on the first flight?

**DnT:** Only on landing, mostly because what everyone had said about transition training. In reality it was a non event thanks to the time spent in the other planes and the recent time in the Skylark.

**GVT:** How much did you spend?

**DnT:** Ballpark about 60k, we really haven't tallied up exactly. We bought a new CS prop and a new factory engine and all the electronics are new, so yes, it's brand spanking new front to back. And we did it....yeah for us.

**GVT:** Links to video and pictures.

<http://www.flickr.com/photos/dntanderson/4747299320/>

<http://dntanderson.shutterfly.com/8lk>

Password: daventrina

**Cool video's found on the internet.**

[Gives a whole new meaning to "bird strike"!](#)

[Skip n go, an offshoot of touch and go.](#)

[A really big boat that didn't make the cut.](#)

[French Jets doing some low level flying.](#)

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



Last month no one identified the photo.

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.



What is it?  
Sponsored by:



Do something infamous in an airplane and your "friends" will see to it that you get a nickname that will live in aviation infamy. To wit: Dry Tanks Tommie, Battery Buddy., Downwind Danny, and Current Curt.

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).



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