



THE GRAPEVINE



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

Vol. XXX,



No. 3, March 2011

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Mailbag:

DUES:

Mark Palajac will be accepting checks for renewing membership. Checks should be made out to EAA 663. You can give them to Mark at the meeting or mail them to his home at:

25 Jacaranda Drive, Fremont CA 94539.

Editor note: March is the last month in which I will use the 2010 mailing list. Next month I will only email to the 2011 list. Get your membership updated so you don't miss out.



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
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February Meeting And Program

NOTICE: Our February meeting will take place at 7:30 P.M. on the 3rd of February. The meeting will be at the terminal - KLVK.

Calendar:

Month	Date	Speaker	Topic
Feb	3	John Shirley	Aerial history of LVK
Mar	3	Chris Lower	100LL & Additives

Our March Program will feature a discussion by Chris Lower will be giving a presentation on the state of 100LL. An experienced chemical engineer, he has developed and sells Decalin RunUp (available through Aircraft Spruce). His knowledge of 100LL and aviation applications should be very enlightening. . Should be a very interesting evening. Be sure and join us.

February 2011 Minutes

GENERAL MEETING, EAA 663,

2/3/2011 Livermore Terminal

Called to order 7:36 PM by President Ralph Cloud.

Other Board Members in attendance were Mark Palajac, Treasurer and Kirk Knight, Secretary.

The meeting opened with a thrilling P.O.V. video featuring several AirCam aircraft flying in canyons in the arid southwest.

GUESTS: Mark Croak from Pleasant Hill stopped by to see what all the excitement was about on a winter night.

TREASURER'S REPORT: Mark announced we have 50 members and another 5 joined tonight. The balance prior to start of the meeting was \$4,520.94. He reported that we achieved breakeven, perhaps \$100 to the good, on the annual dinner. Report moved and accepted.

Minutes from last month were moved and accepted.

ELECTION OF VICE PRESIDENT: Ralph announced a need for an election for the open vice president slot. Dave Dent has offered to serve, and we need a special election next month to fill the position. Bruce Cruickshank placed a motion on the floor to accept Dave Dent as VP by unanimous acclamation. Motion was seconded and with no discussion to the contrary the motion was voted by the members present.

We are pleased to welcome our new Vice President, Dave Dent. Dave was promptly installed at the head table to strong applause and genuine appreciation of the membership.

YOUNG EAGLES: Trina suggested that prior to the first Young Eagle event in April interested pilots could contact her to arrange flights for individual Young Eagles on her list. Again, this year's first Young Eagles will be in April. Check the Chapter website to enter names.

TOOLS: Bob Farnam reported he'll be buying new media.

MEMBER ALERT! COMPRESSOR SALE: Barry Weber was the winning bid for the old compressor.

WEBSITE: If you're a member but don't have access email Brad for username and password to web@eaa663.org. To send pictures use pictures@eaa663.org

NEWSLETTER – Jeffrey Larson notes last month's mystery plane was a Cap10 for sale on Barnstomers. Remember, for 2011 we'll have a **new point system**. You get a point for correct guesses. You get 2 wrong guesses a month. The **WINNING PRIZE** is a SPOT Personal Locator courtesy of Aircraft Spruce to be awarded at year end. Jeffrey said that Aircraft Spruce has been a great sponsor and Chapter Members are encouraged to give a thanks to them each time you order. **Editors Note: The SPOT prize has not yet been secured but efforts continue from multiple sources.**

CHAPTER DINNER: The January 22, 2011 Chapter Dinner was a success. Location was very pleasant, and the speaker, Lloyd Childers, was excellent. Video of Lloyd's speech was captured and we'll alert members about this in the future.

ANNOUNCEMENTS: February 17th Board Meeting at Ralph's house in Livermore. March 3 Chapter meeting. March 17th Board Meeting at Ralph's house in Livermore.

MAINTENANCE TIPS: Dave Dent on **FIRESLEEVEES**

Dave recently inspected an engine from an airplane from out of state and noticed that everything in the engine compartment had firesleeving. The bad part was that much of the firesleeving is worthless. **Worse, it could actually be more dangerous to have firesleeving that is installed improperly.**

Firesleeving is especially important on a tractor engine where the air flows over the engine toward the firewall and pilot.

Several factors to start with: Size of hoses, size of sleeving, how it is installed.

The preferred installation of firesleeving has a clamp with red high temp RTV at the exposed end. Dave showed two types of clamps. This type of clamp is called a banded clamp. There is a tool recommended for installation. A clamp is \$1.50-\$3.50 each. There are a couple installation tools matched for the clamps. One is \$350 that provides a mechanical crank to draw the clamp tight and looked like you could clamp for days without getting tired. There's a simpler one for about \$50 that appeared to rely upon hand muscle strength. Important, when installing there is a proper method. Crank and draw tight. These are the **ONLY** type to use on firesleeving.

Do not use safety wire on firesleeve as it will fail at about 500 degrees.

To be fire resistant it must maintain protection in direct flame for 5 minutes. To be rated fire proof it

must maintain protection in direct flame for 15 minutes.

The important thing to keep in mind is that if the sleeve has a leak in it, or the ends are not properly sealed the flame goes up inside the hose and blows it apart. If you have an internal leak in a hose it is worse because it can build up pressure. It's like having a hand grenade inside your engine compartment.

So look inside your engine compartment and examine every one of your firesleeves. Look for wear that could lead to a leak. Look for safety wire. Look for improper clamps. Look for missing RTV at the ends. These are all warnings that you should take it out and replace it with proper firesleeves. Remember, its actually **more dangerous to have improper firesleeving that none at all.**

To make matters worse, it's just adding weight to your airplane. Dave has taken out 15 pounds of firesleeve that was improperly installed on oil and fuel lines.

Rubber hoses have a 10 year useful life for certified aircraft and should be replaced even on homebuilts for your own safety. Teflon hose does not have the same time limit but should still be inspected regularly.

You can buy hoses with integrated firesleeving from Aircraft Spruce. Here's an EAA video about installing firesleeves.

<http://www.eaavideo.org/video.aspx?v=44938120001>

CHAPTER ANNOUNCEMENTS:

Next month's speaker will be a discussion of the future of 100LL and a lead scavanging additive.

Nick Gaglia is nearly finished with his RV-8 but is taking an overseas assignment in Russia for four years. His airplane is being painted in Oregon and he has vacant hangar space in the interim. He's also requesting helping hands to remount his wings when painting is completed.

Nick also gave a recommendation for the ethical business practices of Ameritech, formerly Redding Eagle Engines. His new Superior XP engine had a

recall of the original sump and a replacement that avoids blowback. Eagle filed for bankruptcy in the economic downturn. The Ameritech folks provided a new sump at no charge, representing a \$1,600 cost.

RV fans contemplating a quickbuild would be interested in knowing the Synergy in Oregon is now providing quickbuild services to Vans previously done in the Phillipines. Schedule a trip to Synergy to see how they do it.

Dave and Trina brought along some pretty emergency avionics from Skyview Aviation. (ed. If you're not in the air are they still avionics?) They had a new ELTs for a bit less than \$1,200 with internal antenna and no external antenna required. This new installation is for 406MHz and is well advised to assure you're located.

They also showed the Personal SPOT ELT for \$150, plus \$100 per year GPS tracking subscription. By the way, SPOT is said to be accurate to one square foot resolution, which for a small portable device is amazing. There's a new SPOT option to connect to cell phone and transform your cell phone into an emergency satellite phone.

Break for cookies at 8:11

THIS MONTH'S GUEST:

Bob Cowan introduced tonight's guest. Bob apologized that our guest wasn't going to talk about a book he'd written detailing his early government employment that included some time on the beach in Salerno, Italy, or a visit to a beach in France. Nor would he be talking about his wounding, capture and escape. He wouldn't even talk about his time at UC Davis where he studied veterinary medicine and moving to Livermore when it was all of 6,000 people.

John Shirley who is pilot and owner of a Cessna 210, as well as large animal veterinarian in Livermore, former Mayor and long time council member.

John, assisted by his son Steve (who also took many of the great photos at about 500 AGL), gave a fascinating aerial history of the growth of Livermore since his arrival and his role in literally helping transform a sleepy rural town into a vibrant

community with one of the world's leading scientific laboratories, infrastructure such as water, sewer, roads and power, excellent schools, libraries, hospitals and all the things we take for granted that make a community a place where people want to live.

Our appreciation to John for sharing his insights on public decision making as well as his vision that made possible LVK we can enjoy today.

MEETING ADJOURNED 9:25PM

Minutes respectfully submitted by Kirk Knight, Chapter Secretary

MINUTES:

BOARD MEETING, EAA 663,
2/17/2011 Cloud FBO

Called to order 7:41 PM by President Ralph Cloud.

Present Ralph Cloud, Mark Palajac, Dave Dent, Bruce Cruikshank, Bob Farnham, Barry Weber, Brad Oliver, Kirk Knight, John Goldsmith

YOUNG EAGLES: Trina could not attend. Contact Trina if you are available to fly.

TRACY WATERPARK: Developer has to resubmit project for permits.

COMPRESSOR: We need a night light in the hangar. Please leave compressor plugged in. Media being ordered and to be delivered to Dave Dent.

NEWSLETTER: No updates

BBQ: 2011 BBQ Dates: 5/14, 6/18 4PM. 7/2 or 7/9 5PM, 8/20, 9/17 5PM

CHAPTER DINNER: Mark to send online Survey for poll in interest and caterer suggestions. Some of our guests requested improved quality food. John Goldsmith's wife to reserved Presbyterian Church for venue.

PROGRAMS.

March – Barry Weber on grounding composite airplanes. Chris Lower on lead scavenging additives for fuel

April – Paul Milner (sp?) of Chevron Aviation fuel update and replacement for 100LL..

ACTIVITIES: Dave Dent suggest we should do a visible event at LVK that would generate good recognition He suggested we speak with Leander about picnic table or two adjacent to the observation platform for airport visitors.

Next Board Meeting is March 17 at the Cloud FBO in Livermore.

MEETING ADJOURNED at 8:35 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.

Cool video's found on the internet.

[Slow Motion HD Video at 2,564 fps](#)

[Is Escher's Waterfall breaking the laws of Physics?](#)

[30 year old promise of irresponsibility. How fun.](#)

[5 Million YouTube hits. Airplanes with music.](#)

[Using ALL of the runway.](#)

What is it? From last month

Sponsored by:



Last month several people correctly identified the Cap-10. Our winner Marc Goroff had previously owned one. I think that is the first time that has happened. Multiple people earned points towards the year end prize.

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.



Filing a flight plan for long trips is smart. For short trips, file one with your spouse. For the latter, meeting your ETA is not only important but wise.

New Engine! VERRRRY Cool! (Thanks to Bruce and Harry for this info).

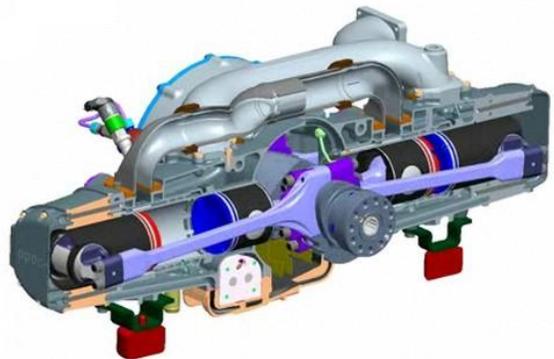
Be sure and watch the video.... Interesting..!!

For a good demo, See:

[Opposed Piston - Opposed Cylinder](#)



This is no wimp engine. It's a two cylinder with four pistons delivering 300+ Horse Power. It's extremely small and very efficient and is presently in use in test applications. The configuration below is equivalent to a extremely ballsy four cylinder engine. When doubled, it's an extremely ballsy 600+ H.P. engine



It's called OPOC (Opposed Piston Opposed Cylinder), and it's a **turbocharged two-stroke, two-cylinder, with four pistons, two in each cylinder, that will run on gasoline, diesel or ethanol.** The two pistons, inside a single cylinder, pump toward and away from each other, thus allowing a cycle to be completed twice as quickly as a conventional engine while balancing it's own loads. The heavy lifting for this unconventional concept was performed Prof. Peter Hofbauer. During his 20 years at VW, Hofbauer headed up, among other things, development of VW's first diesel engine and the VR6. The OPOC has been in development for several years, and the company claims it's 30 percent lighter, one quarter the size and achieves 50 percent better fuel economy than a conventional turbo diesel engine.

*They're predicting 100 MPG in a conventional car!
in a reasonable time frame at a reasonable price.
JUST WATCH!*

What is it?
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