



THE GRAPEVINE



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

Vol. XXX,



No. 8, August 2011

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August Meeting And Program



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

Calendar:

Month	Date	Speaker	Topic
June	2	Guy Minor - FAA	Aviation Accidents
July	7 th	Timothy Ong	Lancair Aircraft
August	4 th	Barry Weber	Pictures of Oshkosh

Our August Program will feature Barry Weber doing his annual display of his picture taking prowess while on the grounds at Oshkosh. As a multiple Lindy winner, Barry has an eye for unique and well built airplanes, as well as paint jobs that go and don't go with particular designs. His photo albums usually contain many good examples of both.

Speaking of Lindys, our own John Youngblood won a Bronze Lindy for best kit built plane at the 2011 Oshkosh Airventure. 2007 Velocity XLRG-5 – Outstanding job John and congratulations.

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.

Chapter Airplane Survey:

Vacation and this pesky job thing kept me from compiling my totals to the survey and sending out a reminder to those that have not yet responded. If that looks like you, take a few minutes to send in the survey so we can have a complete picture of what our chapter is building and flying.

Chapter Newsletter change:

Due to feedback I am changing the pages of the newsletter to a single column. Since converting to electronic distribution, the single column should make it easier reading on the screen for those of you that don't have 24" LCD displays showing 1280 x 960 resolution. Please submit feedback about ANYTHING in regards to the newsletter at any time. This is all about each of you and we want to do what is best for the usability to help you enjoy and get the most out of the newsletter.

What is it?:

Don't forget, submit a photo to our "What is it?" contest and if no one guesses correctly, the monthly prize is yours. Speaking of our contest, Dave and Trina Anderson sent me a link to an FAA newsletter that features the same contest. I sent him an email and got the following response:

Jeff, thanks for the e-mail. I really liked your newsletter, it's a great and informative read. I just threw in the what is it challenge to see what would happen in our first newsletter about four years ago. To my surprise I get a huge response to it and people seem satisfied to get their name published if they are the first to respond. I wish I could give away some kind of prize, but being the government, we are forbidden to do things like that.

Keep up the newsletter, and if you can add my address to your list so I get a copy.

Thanks

Mike Jordan
FAASTeam Program Manager
San Antonio FSDO
michael.r.jordan@faa.gov

Jeffry.

July 2011 Minutes

GENERAL MEETING, EAA 663,

7/7/2011 Livermore Terminal

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

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

GUESTS: Merlin Lee, from San Jose is a former San Jose Chapter member, leaning toward building an RV-9. "Is anybody here not building an RV-9," asked Merlin, perhaps with a sly grin, met with hoots from the Lancair fans drawn by tonight's guest.

Dave Stiehr came back for another visit and admits to considering a flying VariEze.

Tim Uphouse from Chapter 90, in Oakdale lives in Manteca, exploring his commute to chapter meetings.

Kyle Clark is working on his RV-7a, giving his rivet gun the evening off.

MINUTES: Minutes, without corrections, were moved and accepted. The challenges of using a time machine for the minutes to reflect a future change in Craig Catto's availability will be taken up by the time travel physics experts at some future date. Will it be glass or aluminum?

TREASURER'S REPORT: Mark announced the balance prior to start of the meeting was \$4,550.98 with 85 members. A check of \$300 has reserved annual dinner location at Livermore Park & Rec facility. Report moved and accepted.

YOUNG EAGLES: Trina asked for pilots on July 16 at Tracy at 10 AM in event of fog. We last flew 11 Young Eagles at LVK.

LIVERMORE AIRPORT EVENT: Wednesday June 29 Bruce Cruikshank hosted a school tour for students in grades 1-5. This did not have any flying, but Bruce Cruikshank noted that the crews of a Gulfstream II and Cessna Mustang Citation invited the kids to take tours of the planes. Well done, Bruce!

TOOLS: Bob Farnham is still exploring purchase of a borescope as next tool purchase. .

WEBSITE: Brad is updating the website regularly. EAA is offering pre-built websites to chapters for free, a savings of \$150 a year, but a loss of EAA663.org domain. If you're a member but don't have access email Brad Olson for username and password to web@eaa663.org. Send pictures to pictures@eaa663.org

NEWSLETTER – Many compliments to Jeffry for improvements to the newsletter to make it an enjoyable read online. Jeffry Larson announced that Chuck Ray finally got one right because he sent in the photo! Truth is, nobody guessed the Desoutter Mk.11 from Australia correctly, but even if you missed, submitting a guess gains you points.

ANNUAL DINNER: 2012 Annual Dinner will be at the Veteran's Hall in Livermore. It allows beer and wine, has a stage, kitchen, good price and we've been there about 4-5 years ago. It's managed by Livermore Park & Rec Dept.

ANNOUNCEMENTS: July 21st 7:30pm Board Meeting at Ralph's house in Livermore. August 4th is next Chapter meeting.

Livermore Airport Open House is Saturday October 1 10am-4:00pm. Display aircraft are invited.

CHAPTER ANNOUNCEMENTS: Chapter BBQs will be July 9, August 20, and September 17. Show up at 4:30- coals ready by 5 pm to Bob Buchthal's hangar with coals, bring entre for self and side dish to share. Beverages are provided.

For those who are flying in, ask ground control for taxi instructions to north east corner hangar 113-114. New gate code is 11969#.

MEMBERS FORUM:

John Goldsmith wanted to update members on an NTSB aviation safety report on an incident at LVK with an RV-8 piloted by Matt Dralle. Matt has pointed. Matt has posted info online and photos. He landed his tail dragger in gusty conditions and as he fast-taxied off the active a gust caught a wing, it crow-hopped on a single wheel, resulting in need to rebuild fuselage. Lesson is to slow your aircraft.

Barry Weber noted it's a ground loop. It's common when we get comfortable and relaxed with our airplanes, especially tail draggers. That's when these accidents happen.

John Loten is looking to borrow an alligator side C-frame rivet squeezer 1.5".

Barry has hangar space for rent. Nick Gaglia's RV-8 is now delivered and painted and would like to show it on airport open house day. Barry is asking for volunteers to do some 3D assembly required.

Joe Montemorano (still) works for United at SFO. October 9 they'll host the Blue Angels for Fleet Week. They'll invite 20 small airplanes for an open house. Meet at SQL (San Carlos) by 8:00 AM, then make slots 5 planes at a time to fly to SFO for the day, fly out after airshow ends. They'll waive landing fees and sometimes provide fuel. Check with Joe for forms.

montemarano@sbcglobal.net

Terry Harmon proposes a tour to fly out to Cal Pacific Airmotive in Salinas where they restore P51s. Tour is 90 minutes. We'd have lunch in Salinas. Would like to arrange 3 weeks in advance.

Chris Selick is looking for an IA who will assist on owner-assisted annual on his Diamond DA-20.

Alan Thayer wants the 14 people who confirmed for the July 9th tour of Craig Catto's shop to confirm details. Email AlanT@familyradio.com

PLACES TO GO: Leland July 9 Pine Mountain Fly-in. Dick Van Grunsven will be giving a technical talk at 3pm and a banquet speech in evening about importance of safety for all pilots. For a contact: Wayne handley@gmail.com Also a Willits Fly-In on Sunday the 10th.

OSHKOSH: Check with Barry Weber about meeting up in Oshkosh.

Last Space Shuttle launch is tomorrow morning at 8:28AM Pacific.

Wicks Aircraft catalogs available up front.

Construction near airport in Pleasanton near el Charro Road, outside the Airport Protection Area for senior housing. On Livermore side there will be outlet malls.

SAFETY CORNER:

Dave Dent had prior engagement.

Break at for cookies at 8:07. Back at 8:25

THIS MONTH'S GUEST:

Tim Ong, who was General Engineering Manager for Lancair for about 7 years. He spoke of his experience as lead engineer on Lancair Evolution, a four place turbo prop. A fast airplane that stresses safety over speed.

Design goals: Honest flight characteristics, benign stall, all FAA Part 23 flight characteristics, lower pilot workload, reliable powerplant, every reasonable safety feature from avionics to seatbelts.

First, you have to understand that Tim thinks derating a PT-6 turbine is considered a sacrifice. After you reset your expectations that a PT-6 is a sacrifice, everything else he said was extremely interesting.

Tim had lots of pictures and videos of carbon fiber structures being tested to failure – huge amounts of energy required to make these amazingly light structures break. He also explained the designer's tradeoffs and choices.

He showed details of wind tunnel tests and coefficient of lift plots.

They started with powerplant specification, with reliability number one criteria. MTBF on a P&W turbine is 318,000 hours, vs piston about 47,000 hours. They chose P&W for wide support network everywhere in the world coupled with reliability. PT-6A-135A. An advantage of this engine is that it has plenty of energy reserve at 25,000 feet.

In the small frame it also has lots of power. 1900 RPM gearbox to keep prop RPM low. At 25,000 feet and prop at 1,700 RPM you don't hear prop, just air noise. He did fly-bys at Oshkosh but it was so quiet people didn't know it was there if they didn't announce it.

In reality this became Tim's own mini-jet. He spoke of 5,000 FPM climb rate, and zoom climbs of 14,000 FPM after a fly by at 250 KT indicated.

One example of how much improvement they put into ease of pilot workload is handling with deployment of the single Fowler flap. During approach, landing, go-around, etc. the pilot can adjust full flap range with only 3-4 pounds of pressure change on the controls yet no trim change.

A key improvement in the Evolution over the IV series is that he will do stalls without hesitation, low speed handling is quite benign for a high performance plane with high wing loading. He showed many airfoil plots to explain the various choices and how they selected the final airfoil.

There are another hour of comments by Tim, who was very generous with his time while awaiting the birth of his third child.

The Evolution is an amazing aircraft and a significant improvement in no small part due to Tim's efforts.

MEETING ADJOURNED 9:45 PM

Minutes respectfully submitted by Kirk Knight, Chapter Secretary

MINUTES: BOARD OF DIRECTORS MEETING, 7/21/11, 7:39 PM, AT RALPH'S PLACE.

Bob Farnam, Bob Cowan, Ralph Cloud, Mark Palajac, Dick Jennings and Bruce Cruikshank were present.

Treasurer Mark reported \$4545.32 in chapter funds and a total of 87 paid members.

Tools: Tool man Bob Farnam presented more information on video type inspection scopes and favors the China Vision model (see Chinavasion.com Spy Camera link). It was more or less decided to wait until after Oshkosh. Ralph had a Harbor Freight flier advertising a motorcycle wheel balancer that looked suitable for aircraft tires (and two blade propellers). Those present decided the chapter should purchase one. (\$49.95 + tax)

Website: Brad Olsen our webmaster told Ralph that while he was at Oshkosh he would check on what the EAA offers in their free website hosting. Maybe the chapter can save some money.

Ralph reported that sometime in August runway 25R/7L will be closed for 12 days for resurfacing and painting. Only 25L/7R will be usable which means no night operations. The contractor has not yet set the exact date.

The date is set for the annual dinner. January 21, 2012. It will be at the Veteran's Hall, across the street from the church where we had the last dinner. Alcohol is allowed. We are still casting about for a speaker, any ideas out there?

Dave Dent has a program for August; we're hoping for another great slide show of Oshkosh from Barry Weber in September.

Announcements: The next general meeting will be August 4th with the board meeting 2 weeks later.

General issues: Bob Farnam noted that we had lost control of the prop balancer. The unit was passed from member to member instead of returning it to the chapter tool crib, and two of the suspected users were NOT CURRENT ON HIS DUES!! It was gone for 5 days. Borrowed tools must be returned, not passed on.

Meeting adjourned for ice cream. (It was hot.)

Respectfully submitted, Bruce Cruikshank for Secretary Kirk Night.

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: - NTSB UNDERTAKES COMPREHENSIVE STUDY OF EXPERIMENTAL AMATEUR- BUILT (E-AB) AIRCRAFT SAFETY – I took this survey and it's pretty painless and easy. Please spend a few minutes and click on the link and complete the online survey. Jeffry

National Transportation Safety Board

Washington, DC 20594

FOR IMMEDIATE RELEASE: July 14, 2011

NTSB UNDERTAKES COMPREHENSIVE STUDY OF EXPERIMENTAL AMATEUR-BUILT (E-AB) AIRCRAFT SAFETY

Seeks input from E-AB pilots and builders

WASHINGTON - The National Transportation Safety Board has launched a study of accidents involving E-AB (sometimes called homebuilt) aircraft in order to evaluate the safety of this growing and innovative segment of general aviation.

The Experimental Aircraft Association (EAA) will support the project by hosting a web-based survey for E-AB owners of the aircraft; their survey findings will be shared with the NTSB.

"Going all the way back to the Wright brothers, amateur aircraft builders have played a crucial and inspirational role in leading the way towards greater achievements in manned flight," said NTSB Chairman Deborah A.P. Hersman. "We are pleased to be working with EAA towards the shared goal of improving safety in this particularly innovative sector of general aviation."

Of the approximately 224,000 general aviation (GA) aircraft in the U.S., about 33,000 of them are classified as E-AB.

This includes a wide variety of aircraft, which can be built from a prefabricated kit, existing plans, or a builder's unique design. Unfortunately, this group of aircraft has, for several years, experienced accident rates greater than those of other comparable segments of GA. The NTSB and EAA are collaborating to identify how to improve that record.

The study will look at a range of issue areas, including builder assistance programs; transition training for pilot-builders of E-ABs; flight test and certification requirements; maintenance of E-AB aircraft; and the performance and failures of systems, structures, and power plants.

"Earlier studies have looked at isolated E-AB safety issues, but this is the first study to comprehensively examine both the building and piloting of these unique aircraft," said Joseph M. Kolly, Director of the NTSB Office of Research and Engineering. "And the direct input from E-AB owners and others involved in the design and day-to-day operations of these aircraft will be of enormous value in understanding all of the aspects that play a role in the safety of experimental flight operations." The EAA will be collecting survey data this summer. Operators, builders, and owners of E-AB aircraft who are interested in participating in the survey should go to www.EAA.org/AB-Survey.

The completed safety study is expected to be published by the fall of 2012.

NTSB Media Contact: Peter Knudson

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Cool video's found on the internet.

[Almost nailed it.](#)

[Do we ever get tired of fly by's?](#)

[Now that's a touch and go.](#)

[Not your ordinary takeoff.](#)

What is it? From last month Sponsored by:

Last month no one correctly identified the Desoutter II, although Barry Weber correctly traced it's entire origin and named all the descendants and predecessors. He will be awarded extra points for his diligence and knowledge. Chuck Ray submitted the winning picture.



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 but points are cumulative.

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 as discovered. Winners that correctly

identified the winning make/model that do NOT attend the meeting will forfeit the prize to the next available submission. 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 as discovered. Winners that correctly identified the winning make/model that do NOT attend the meeting will forfeit the prize to the next available submission. Chapter Judge's decision on correct identification is final.



Insurance companies will tell you time in type is more important than total time. They ought to know.

What is it?
Sponsored by:





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