



# THE GRAPEVINE



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

Vol. XXXI,



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## Meeting And Program

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

### Calendar:

Month	Date	Speaker	Topic
Aug	2nd	663 Chapter members	Sharing pic's & stories of Oshkosh 2012
Sept	6th	Carol Ann Garrett	A world rounder, times 3
Oct	4 <sup>th</sup>	Jacque Warda	The tragedy of the Pitts

**Our October Program** will feature speaker Jacque Wardia. She will be talking about her horrifying crash of her Pitts aerobatic plane and how she survived it. A little more about Jacque from her website at <http://www.jacquebairshows.com>.

My focus is on providing you the most exciting and entertaining flight that thrills your audience and delivers a performance that will be talked about for weeks to come! You can expect the utmost in professionalism in all I do from the time I arrive at your show site until the

last autograph is signed on the show flight line. Delivering the much anticipated exciting flight down to signing autographs for all that want one is Job #1!

Each of my air shows is designed and choreographed to fit your show needs. Each and every component of my show is executed with the utmost level of safety while still demonstrating the excitement of low-level, breathtaking maneuvers for 10 minutes. My show consists of maneuvers as simple as a pull to vertical flight to the most difficult end-over-end gyroscopic tumbling an airplane is capable of. My combination of the most difficult looking figures with the low-level high-speed inverted slow roll pass will make the impossible look easy and the difficult look spectacular!

My airplane is one of the most beautiful and unusually painted Pitts Specials you will find in the world today. The Red Eagle is red, white, blue and gold with a stunningly exquisite 4 foot eagle's head painted on the front cowl. It is one of three built in 1986 to fly around the Statue of Liberty to celebrate her 100th Anniversary. The aircraft has an engine built specifically to add about 30% more horsepower than original and produces more than enough power to execute an aerial display worthy of 'oohs and aaahs' from fans of all ages!

I am a 'crew of one' when I arrive at your show site. I fly the plane, I clean the plane, and I maintain the plane. I will be the utmost in low maintenance and deliver a performance as if I was 10 people! I believe the flying is not the most important part of the job – being visible and accessible to your fans and customers at all times before and after the flying is done is the most important part. That means offering to visit hospitals, schools, social groups and sponsor sites along with getting up early to do live TV, radio and newspaper interviews. I'm there to help you produce a successful show in any way I can.

I encourage you to use my personality and skills to the best of their ability to promote your show, your airport, your aviation interests and general aviation! I look forward to partnering with you for our mutual success at this thing we love so dearly – FLYING!!!

#### PILOT BIO

When most people turn 50, they figure it's time to relax and settle into neutral while coasting toward retirement. Not Jacquie B! When Jacquie turned 50, she launched her solo aerobatic career with her one-of-a-kind Pitts Special biplane. Why not? "The sky never runs out of up!" as she says.

During the centennial celebration of powered flight in 2003, Jacquie finally quit the humdrum of a white collar profession and realized her dream as an air show performer, becoming the first female pilot to enter this business at the age of 50.

Established air show professionals were quick to credit Jacquie for her professionalism, spunk and drive, but many expected her to fade away before making much of a mark in this youth-and-male-dominated arena.

Nearly ten years later, Jacquie B is still in this game, and her list of performance dates is growing. Moreover, Jacquie is a powerful inspiration to her two million fans who realize that they, too, can accomplish great things later in life.

Jacquie B has earned her wings. She no longer qualifies as a newcomer flying for gas-and-a-hot-dog, as the saying goes. Her time has come.

With over 2,300 flight hours and more than 100 coast-to-coast air show performances behind her, Jacquie has proven that she has the talent, stamina, discipline and guts to reach beyond the limits placed on her by naysayers. In fact, she broke even more stringent cultural boundaries when she became the first female solo pilot to perform at the 2010 Al Ain Aerobatic Show in the United Arab Emirates.

Jacquie's impact on the air show scene has won national attention from publications like Smithsonian Air & Space, World Air Show News, InFlight, Atlantic Flyer, Pacific Flyer, Fly-Low and more. She is also featured in the coffee table book by acclaimed aviation photographer Erik Hildebrandt: Front Row Center IV.

Jacquie's influence is much broader than the 10-minute tumbling sequence she performs in the sky. She has earned the reputation as a respected professional who delivers what she promises, both in the air and on the ground.

Jacquie's larger-than-life yet approachable personality makes her a vibrant hit at the crowd line and under the autograph tent, where she lavishes fans with her time and attention. She's also sought after as a public speaker, offering motivational talks to Women in Aviation, the Ninety-Nines, local EAA Chapters, pilot groups across the country, local schools, and other venues at air shows across the country.

Jacquie traces her love of flying her to her earliest days, when, as a newborn, her first outing was to the Los Angeles County Airport Air Show. Her father's interest in airplanes and flying inspired Jacquie to want to ride the wind. Jacquie spent many years dreaming of flying but was unable to do much about it until years later after working and saving her money.

By the time she was 32 years old, she decided she had waited long enough. She enrolled in ground school and the rest is history, as they say. She earned her Private Pilot certificate in 1986 and shortly thereafter was introduced to the world of aerobatics. A friend offered her a ride in a Pitts Special and she jumped at the chance to do a different kind of flying. With that first flight of loops, rolls, spins and a few other very scary maneuvers, she was instantly hooked on aerobatics. "I was so bored with the time between take-offs and landings, I just knew there had to be something to do in between". Once she discovered aerobatics, there was no question in her mind she was destined to learn a new kind of flying. It took a few years longer to save enough money to take aerobatic lessons, but save she did and finally took her first "formal" aerobatic lesson in July 1997. She entered the International Aerobatic Club sanctioned competition in August 2000 and rapidly progressed to the Advanced category.

Aerobatics is Jacquie's passion, but her love of flying does not stop there. Jacquie competed in the 2001 Reno Air Races in the biplane class, finishing with an impressive sixth place in the Bronze class. The following year, she advanced to the Silver class and again finished sixth. Jacquie continued to race at Reno in 2003 and 2004, finishing in the middle of the Silver class. Her Reno results yielded features in several publications.

Jacquie has flown a variety of aircraft, including Cessnas, Stearmans, AT-6, T-28, Beechcraft Duke, Dutchess, King Air, Baron & Bonanza, Aeronca Champ, Citabria, Decathlon, Lancair, Sukhoi, Aircoupe, Baby Ace, Beaver on floats, C-172 on floats, Supercub on floats, Yak 52, Nanching CJ-6, Piper Arrow, Yak 52 and Extra 300L. She holds a Commercial certificate in land-based aircraft as well as a seaplane rating and holds an unrestricted, Level 1 ACE card.

But no aircraft compares to her new Extra EA-300 monoplane. Jacquie has made the switch from a biplane of many years to something new. Her Extra is faster, more capable of gyroscopic maneuvers and has two seats! She can now give rides and share her love and passion of flying with others across the country.

Demonstrating a well-rounded need for speed, Jacquie's hobbies include skydiving, tennis, fitness/weight lifting, and riding her Harley-Davidson in Danville, California, where she resides with her husband. Before she discovered that she would "rather fly than eat," she also was a surfer and a runner, took 14 years of ballet training, and learned several languages. She also plays golf.

As Jacquie approaches her first decade of flying air shows, she shows no sign of slowing down. It's always "onward and upward" for her.

But what makes Jacquie most proud of her tenure so far in the air show business? "As for special achievements -- don't laugh ..." she says. "Flying my first air show at 50 years old will always be one of my biggest achievements!!"

## **Mailbag:**

### **San Francisco Bay Area Event: November 9 at the Hiller Museum at San Carlos Airport**

Please take a moment now to mark your calendar and plan to attend the premier aviation event in the San Francisco Bay Area:

The Crystal Eagle Award Dinner on November 9 at 6:30 PM at the Hiller Museum at San Carlos Airport.

You'll help us honor air show pilot Julie Clark and raise money for scholarships for students in Bay Area aviation programs. See video highlights of the 2011 dinner at: <http://youtu.be/PF7OAS8jnz0>

You can also snag great deals on aviation items at our Silent Auction. Last year's items included three noise reduction headsets, a portable GPS, flight bag and many other goodies, most of which went for less than list price.

This is the 30th year the Aero Club of Northern California has presented the Crystal eagle award. Past recipients include Jimmy Doolittle, Gen. Chuck Yeager, Stanley Hiller Jr., Burt Rutan, Jeana Yeager, Robert "Hoot" Gibson, Paul Poberezny, Wayne Handley, A. Scott Crossfield, Clay Lacy, Eileen Collins, Sean D. Tucker, Steve Fossett, Phil Boyer, Mike Melvill, Brian Shul and WWII triple ace C.E. "Bud" Anderson.

Dinner tickets, including museum admission, are \$60 each for Aero Club members and \$75 for non-members. Reservations are required. Tickets will not be sold at the door. For those of you who wish to join and take

advantage of the membership ticket price, an application form and dinner reservation form are at [www.aeroclubnorcal.org](http://www.aeroclubnorcal.org). For additional information, contact the Aero Club at (408) 646-7139.

Please join us for a fun evening!

Sincerely,

Max Trescott

VP, Aero Club of Northern California

650-224-7124

### September 2012 Minutes

MINUTES: GENERAL MEETING, EAA CHAPTER 663, 9/6/12, 7:35 PM, TERMINAL BUILDING KLVK.

Chapter president Ralph Cloud called the meeting to order.

Three guests introduced themselves: Bill Benzie, Clive Bush, and Kevin Bonds.

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

Treasurer Mark Palajac reported \$4,407.25 in chapter funds after paying the \$500 deposit for the Veterans Hall for the annual dinner. Member count stands at 96. The treasurer's report was approved.

Business: Ralph discussed details of our display at the Oct. 6th airport open house. We "will" have a complete row to show our wares. The airport is attempting to have another visit of "Sully" Sullenberger who would be a great crowd getter. The display hours will be 10AM-4PM, planes should be there by 9:30AM

The last barbeque was last Saturday and all present had a good time.

Trina Anderson reported 15 Young Eagles were flown n August 18th at Tracy Airport. The next rally will be 9/29 also at Tracy.

Newsletter: Editor Jeffry Larson noted that he got one response to mystery airplane. Barry Weber was not present to receive his monthly reward/recognition. Answer: Stolp SA 500 Starlet.

The date for the annual dinner is set, January 19, 2013. The location is set, Veterans Memorial Hall Livermore. The speaker is not at all set, ideas anyone?

Announcements: This month's board meeting will be 9/27, NOT the usual 2nd Thursday of the month. Next general meeting will be 10/4.

Member's forum: Dave Dent's maintenance tip for the month: Low performance after cylinder work, the culprit may be improper pushrod rocker arm gap. Pushrods are available in incremental lengths for proper setting of the gaps.

Trina Anderson mentioned that those requesting nametags, send her a picture of your project/aircraft.

Dave Anderson reported on the travails of keeping the developers at bay around the Tracy Airport. By reducing the specified lengths of the runways 10 feet (<4000') the airport clearance zones can be greatly reduced for starters.

Break and then program: Dave Dent introduced Carol Ann Garrat a “world rounder”. In fact she has rounded three times. A detailed account was given of the second trip (and third) done in record time, less than nine days with an average speed of 115 mph in a Mooney. The planning and execution was fascinating. She did this trip to raise money to find a cure for ALS, a disease that killed her mother. A couple interesting tidbits: To check the purity of avgas, dip in a white piece of paper, take it out and let it dry for a minute, if the paper does not return to former whiteness there is some form of contamination. Another: If you’re traveling the world and plan/need to pay for our avgas with cash, carry new \$100 bills. At one stop Carol Ann had to exchange her bills with another pilot for bills dated 2000 or newer.

Dave hit it out of the park once again.

Meeting adjourned.

September 2012

MINUTES: BOARD OF DIRECTORS MEETING: 9/27/2012, 7:35 PM, RALPH’S PLACE.

Ralph Cloud, Dave Anderson, Bob Farnam, Mark Palajac, John Goldsmith, Chuck Ray, Bruce Cruikshank, and Dave Dent were present.

Treasurer Mark reported \$4,116.13 in chapter funds, after donating \$100 to Carol Ann Garrat’s cause and other expenses.

Dave reported that 10 Young Eagles are lined up for Saturday’s (9/29) rally at Tracey Airport.

Brad Olsen based on that he will post links to flight instructional web sites on the chapter’s web site.

There was a discussion of possible speakers for the annual dinner. (Any ideas out there?)

Dave has lined up Jackie Warda for the October meeting. She’s going to tell us how her beloved Pitts Special came to grief.

Announcements: The organization Cal Pilots is having a get together at Mojave October 19-21.

The next general meeting 10/4, the board meets 10/18.

Meeting adjourned for pie.

Respectfully submitted, Bruce Cruikshank 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).**

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

**[So you wanna be an airplane firefighter, heck yah.](#)** Thanks Bruce.

**[The air is the greatest freeway that man has ever known.](#)** – Another from Bruce

[Our story in 2 minutes, and no, it's not about your love life.](#) – Thanks again to Bruce

[Romancing the wind and it's not about those tic-tac's that you popped before the big date.](#) – Bruce hit 4 homers again this month. I'd have to say this has been the best and biggest contribution to the newsletter yet.

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



Barry Weber correctly identified the Stolp SA 500 Starlet, but failed to show up for the “big show”. Ralph gave all the attending members a shot at winning the prize (An LED flashlight provided by Aircraft Spruce), but no one was able to come up with the correct answer during the meeting. Barry, our hats are off to you, most of us showing much less skin, but a tip of the hat none the less.

Congrats to all that participated and added points towards the year end prize of the Comtronics headset. Sponsor prizes thanks to Aircraft Spruce. Don't forget to thank them when you call and make that next order. Might be



worth jotting down a note in the comments section if you order online. A year end prize has been donated by <http://www.comtronics-aero.com>. A new aviation headset.. Missed guess's still count one point each, tallied to the end of the year with a 2 guess limit per month. **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 and guesses count.**

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.



The tone of your voice and the phraseology used has a lot to do with how you will be handled by a controller.

What is it?  
Sponsored by:





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