



THE GRAPEVINE



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

Vol. XXXI,



No. 11, November 2012



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Meeting And Program

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

Calendar:

Month	Date	Speaker	Topic
Sept	6th	Carol Ann Garrett	A world rounder, times 3
Oct	4 th	Jacque Warda	The tragedy of the Pitts
Nov	1st	Mystery Speaker	Halloween +1

Our November Program will feature another great speaker from Dave Dent's arsenal of contacts. This month must be a secret since I haven't heard what it will be yet. I have a lot of confidence in Dave and he has an outstanding list of notable speakers, each having presenting insightful topics and kept those in attendance in complete awe and amazement for their exploits. This could be another fine example so don't miss the big show at KLVK.

Mailbag:

This was posted in an online chat group several years ago and still draws a smile when I think about it. A picture of my Kitfox Lite is included in the story.

My first airplane was a Kitfox Lite (254 lbs & 35 hp) and one of my fellow Lite pilots posted a report about needing a new propeller. After some harassing by the chat group, he agreed to share his swamp story.

By popular request, I will give details of my swamp excursion.

I fly out of a private airstrip in southern Wisconsin. It is paved 50' x 4800'. There is also a 100' x 2800' turf runway available. Both runways are surrounded by trees and swamp.

Last September, I was given the task by a friend's wife to keep my friend (her husband) occupied so she could set up for a surprise b-day party for him. So I decided to take him to my airport and give him a ride in my Cherokee 180 to pass some time. When we arrived at the airport, I decided that I had a few large items I needed him to help me move in my hangar (including the large Kitfox Lite After completing that, he asked about when I last flew the Lite. I told him it had been a while as the weather had been hot (mid 90's and 95% humidity) and that the density altitude had been too high for me to fly (I don't know about others, but when it gets that warm, the Lite has a struggle getting my 210lb rear end off the ground, even with those conditions). Anyway, he suggested that I fly it as he helped with the construction and never saw it fly. The winds were strong, much stronger than I usually attempt to fly the Lite. I am guessing about 10-12 kts gusting to at least 20. I hesitated, but decided to give it a try as the winds were right down the runway. Besides, I had 1.5 hrs to delay him until I could bring him to his b-day party.



So I took off and flew the pattern. I decided to do a low pass to impress him. While on final descent for the low pass noticed a strong crosswind blowing me off centerline and looked up at the windsock. It indicated that the winds that were right down the runway when I took off were now directly crosswind. I decided to land instead of doing the low pass. About the first 500' of the runway is blocked by trees on both sides, which I thought would make a good wind break for my landing, so I attempted to descend faster to lose altitude. Since I was planning a low pass to start with, I had no flaps in so I decided to slip it in and chopped the power to descend quickly. I wanted to hit the 500' tree guarded area to minimize my crosswind. Because of my fast decent, my speed was high and I was not able to descend fast enough to use the entire tree guarded area. Because of the fast approach speed, I ended up floating quite a while to bleed off my airspeed.

I ended up touching down about 50 feet before the tree line ended. As I coasted down the runway for the 50 feet or so, the strong crosswind that was blowing around the trees grabbed my right wing and lifted it so quickly my left wing nearly touched the pavement. I immediately applied full right rudder and aileron, but because the crosswind component was greater than my forward speed, it continued to roll me over to the left and I was headed for a ground loop. I realized this and quickly applied full power to try and correct the situation by doing a go-around. The Lite never straightened out and I continued off the runway at approximately 5' agl and flew into a swampy area where I proceeded, at full power, to cut a path through cat tails and sapling trees. The propeller gradually grew shorter as it cut the path, filling the cockpit with debris. Shock set in somewhere and all I remember is shouting some profanity that rhymes with **luck** when I realized I was not going to fly out of this one.

My flight instructor always said...good approach...good landing... I had neither one on that flight. In retrospect, I should not have flown that day with the wind the way it was and I should not have decided to land without properly setting up my approach. I learned a hard lesson that fortunately I survived.

Needless to say, I need a new prop, some fabric repairs, and new landing gear. When I can afford the parts, I'll be flying again.

That is the rest of the story

Mailbag from EAA Chapter 1432 in Stockton.
Great Young Eagles Rally!

Thank you to everyone that helped out during the Young Eagles Rally! A special thank you to Gary Yip, who graciously took on the task of flying some Eagles Flights (Adults). Gary also flew a couple of students for a second flight! **A special thanks to Bob Farnam from Chapter 663, who flew in from Livermore.** (Ed: Good job Bob for making a contribution for the chapter.)

A special thanks to Captain Michael Padilla, for sponsoring and grilling the burgers & hot dogs!

A special thanks also to David L. and Tom P. members of chapter 52, Sacramento.

Also a million thanks to EAA chapter 52, from Sacramento, for their collaboration in making this event possible.

.... and Mr. Steve Foster, for bringing his students from Weber Institute of Technology.

Michael Perez
EAA Chapter 1432
Stockton Metro Airport

October 2012 Minutes

MINUTES: GENERAL MEETING, EAA CHAPTER 663, 10/4/12, 7:30 PM, KLVK TERMINAL BUILDING.

Chapter president Ralph Cloud called the meeting to order.

Guests Mark Gravatt (has plans for a Zenith CH650), Greg Read, Cory Hulen (RV-14?), Tim Uphouse, Ward Ortman and Jacquie Warda our speaker introduced themselves.

The minutes were approved as printed in "The Grapevine".

Treasurer Mark Palajac reported \$4,022.47 in chapter funds and 97 members. A few guests joined. Jacquie requested being the 99th.

Business: The Airport Open House is Saturday and we have been reserved row 41 and 42. Airplanes should be in position by 9:30 before the crowd arrives.

Trina Anderson the Young Eagles coordinator reported flying 6 Young Eagles at the September rally at the Tracy Airport. She will be signing up new recruits at the open house.

Tools: It was suggested that Bob Farnam the “tool guy” investigate a fuel sniffer to help locate fuel leaks.

Newsletter editor Jeffry Larson identified the mystery airplane as a Wolf Pitts Pro. The winner was Bob Tucknott, but in his absence Jeffry awarded the Aircraft Spruce LED flashlight to our speaker Jacquie Warda who appreciated the gift (and can use all the signaling devices she can get her hands on). Barry came in second!

Announcements: The next board meeting will be 10/18 at Ralph’s place, next general meeting 11/1.

Members forum: Dave Dents maintenance top for the month: During the condition inspection time, inspect/clean the fuel inlet screens on MA-3 and MA-4 carburetors if your machine has one these carbs. The Fab Five have yet to decide how to spend the \$250 they won/earned for coming in first in the aircraft judging event at the Golden West Fly In.

Break and then Program: Dave Dent introduced Jacquie Warda of Jacquie B Airshows. Jacquie told about the crash of her Pitts S-1T last summer in a desert plain in eastern Oregon due to the failure of the front oil seal in her airplane’s engine, while returning home from an airshow. She was forced to make an immediate forced crash landing with only limited visibility to the rear sides. The plane rolled up in a “ball” (more or less), but fortunately she escaped nearly unhurt. Jacquie then gave a detailed account of her rescue. To her relief and great good luck the radio in her craft still worked. (She had no ELT {not required on a single place airplane}) She had been on Flight Following and was able to raise a nearby airplane. She was able to relay her position (good’ol GPS) and was on her way to civilization in a helicopter in less than four hours. There was plenty of food for thought in how she described how she used the resources on hand. She now carries more resources.

Dave provided another excellent program!

Meeting adjourned

October 2012

MINUTES: BOARD OF DIRECTORS MEETING, 10/18/12, 7:40PM, RALPH’S PLACE.

Ralph Cloud Chuck Ray, Mark Palajac, John Goldsmith, and Bruce Cruikshank were present with Bob Farnam arriving a bit later.

Treasurer Mark reported \$4,102.47 in chapter funds, and we’ve broken the century mark with 103 members!

Young Eagles: Trina Anderson collected names at the Airport Open House of Young Eagles candidates for 2013. There is still not much known about the Eagle Flight program. Stay tuned.

The date for the annual dinner is January 19th next year. It will be at the Livermore Vets Hall same as last year, and Ralph is going to contact the same caterer as last year with some suggestions on improving the mashed potatoes. Price to follow, but expected to be similar to last year. The question of a speaker came up. It was mentioned that it has been a good while since Ray presented some of his travels, and he will have no completion from the Oakland Raiders (Remember Bebe’s anyone?)

Bob Farnam mentioned the need for another contact person to allow more convenient access to the chapter tools. No decisions were made.

Announcements: CalPilots Association is meeting at Mojave 10/19-21.

Next meeting is 11/1; the board will meet on 11/15.

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.

Cool video's found on the internet.

[The Lone Ranger](#) – appreciated by anyone that remembers the 1970's. - Thanks Bruce.

[Sopwith Camel and Spitfire flying in formation](#) – Another from Bruce

[Not a video, but worth reading.](#) – Thanks again to Bruce

[Sort of like taking off on the slurry seal at KTCY but with more panache.](#) – Bruce hit 4 homers again this month. Can't say enough about his continued contribution to the monthly newsletter.

What is it? From last month Sponsored by:



Bob Tucknott correctly identified the Wolfpitts Pro to win LED flashlight provided by Aircraft Spruce but alas, failed to show up for the big show, so his prize was awarded to our guest speaker Jacquie Warda, who graciously added it to her flight bag. Bob Cowan earned a Spruce t-shirt for his submission of "It's the shadow of a person taking a picture of an airplane!!" Congrats to both "Bob's".

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.



Read the AIM and use your VHF for the ATIS (or ASOS) and CTAF and ATC in your ASEL when you're VFR to the NAVAID within MRA of the VOR with DME (or NDB) AGL through the Class Whatever airspace, and check your ETE for your ETA to look for the ALS with REIL and VASI avoiding LLWS to save your ELT to get to an aviation dictionary to look up and see what you've just done. And don't forget to close your FAA with FSS PDG or be SOL.

What is it?
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