



THE GRAPEVINE



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

Vol. XXXI,



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Meeting And Program

NOTICE: Our December meeting will take place at 7:30 P.M. on the 6th of December. The meeting will be at the terminal - KLVK.

Calendar:

Month	Date	Speaker	Topic
Oct	4 th	Jacquie Warda	The tragedy of the Pitts
Nov	4 st	Mystery Speaker	Halloween +1 — Dave Dent on spark plugs
Dec	6 th	Einar Enevolson	Strato 2C Aircraft

Our December Program will feature another great month Einar Enevolson will be speaking to us Aircraft Company. Einar did all the test flights on was the fellow that was the test pilot for the Navy and talk to us again.



speaker from Dave Dent's arsenal of contacts. This related to the Strato 2C aircraft designed by Grob the plane and know the history of it. Remember he and Nasa. A great speaker and was willing to come

Mailbag:

I'll be accepting money, hopefully checks, for 2013 dues which are \$30 and dinner which is \$25 per person? Checks should be made out to EAA 663. They can give it to me at the meeting or send it to me at:

**Mark Palajac
25 Jacaranda Drive
Fremont CA 94539**

Dave Dent - Carburetor screens and your life - 10/4/2012 – Transcribed by Kirk Knight.

Dave: How many people here know what a pressure diaphragm carburetor is? A lot of you in this room have one.

A: All I know is they're about \$1,200 to rebuild!

A: They're a transition between a carburetor and fuel injection?

D: I did an inspection on an airplane this week and one of the things I noticed was it had a pressure diaphragm carburetor. So I asked the owner, "Have you ever inspected the filter on one?"

"Huh - it has a filter?", asked the owner.

How many of you have fuel injection engine? Have you ever inspected the filter on the throttle body itself? How many know that there is one on it?

Good, glad to see some of you have inspected it.

How many of you know there's a filter on your carburetor? Yes, there is a filter! I've pulled some of those filters and discovered the filter completely collapsed and full of red rag threads.

You're fueling the plane, using a red rag, wiping down the drips with the cap off, and those threads come off into your tank and migrate down through the fuel system and end up - in your carburetor filter.

So, usually on the inlet side, where the fuel line enters the carburetor or the fuel control unit for your fuel injection, or into the pressure diaphragm carburetor, right in there is a little copper finger screen, usually with a spring that holds it against the inlet side.

NOW THIS IS IMPORTANT: That spring is what saves your life is what it does, because when the screen gets clogged the pressure pushes against the spring and unseats it so fuel can get by.

So the object of my talk is the next time you do a condition inspection or 100 hour inspection minimum, I want you to shut your fuel line off, take the fuel inlet connection off, and inspect that filter. Time and time again I'm finding people don't know it's there. Many people think the gascolator is the only filter in the fuel line, so they miss this one.

It usually has a crush gasket on it. \$3 each for a new one.

A: There was an AD on my engine concerning the crush gasket and that's the only reason I knew the filter was there.

D: Remember to inspect that filter. Those red rag threads may be in there. Other times I've found little pieces of hair, and here's one that tells a story: I found pieces of blue foam. We know that had to come from inside the tank.

Please remember to look at that filter. And every time you change your oil on your Lycoming be sure to check that scavenge screen as well as the big filter. It's a finger sized screen on the back of your engine. It has a big 22 nut on the -235 on the bottom of the back side. That scavenge screen catches loose metal.

If you read a serial number on any of the metal you find in the scavenge screen, shut your engine down!

A: Laughter.

D: On the other Lycoming engines -320s, -360s, -540s, there's a finger screen that is in the back of your oil pan. It's a long screen about a half inch in diameter. Every time you change your oil check that scavenge screen!

Mailbag from EAA Chapter 1432 in Stockton.

Great Young Eagles Rally!

Bob Farnam informed me last month that he didn't go to Stockton. After an email inquiry to them, I received an apology from them stating it was Bob Tucknott that helped them out. *(Ed: Good job Bob for making a contribution for the chapter.)*

November 2012 Minutes

MINUTES: GENERAL MEETING, EAA 663, 11/1/2012, 7:30 PM, TERMINAL BUILDING KLVK.

Chapter president Ralph Cloud called the meeting to order.

Guests introduced themselves: Steve and Jodi Robinson Cessna Airmaster restorer and fiberglass finishing expert (and new member), Gene Wheel Cessna 210 owner and member of the local Coast Guard Auxiliary, Adam Georgian with an interest in the LongEze.

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

Treasurer Mark Palajac reported \$4,102.47 in chapter funds and 102 members. We broke the 100 member barrier (for the first time?). Marks report was approved.

Business: There was a discussion of the recent resignation John Hightower as president of the EAA, and the banishment of Tom Poberezny from Air Venture.

Young Eagles coordinator Tina Anderson mentioned that 45 youngsters were signed up for rallies next year. There is still little information on details of the Eagle Flight Program.

Jeffrey Larson gave the nod to Steve Robinson as the first person to identify the mystery aircraft as a YAK-3M, a newly manufactured version of the WWII Russian fighter.

The 1/19/2013 annual dinner was discussed. Suggestions for a speaker were considered.

Announcements: The next board meeting will be at Ralph's on 11/15, 7:30; the general meeting follows on 12/6.

Member's forum: Dave Dent has been spending considerable time helping at the Patriots Jet Center at the Byron Airport.

Joe Arluck told a harrowing tale of he setting himself on fire with a propane heater while building his RV-12. (Keep your distance from those types of radiant heaters!!!!)

Good news for Ray McCrea, his TFR airspace violation has been forgiven.

Leland Collins recounted running a fuel tank dry on his RV-9A on a return flight from Harris Ranch. Nearing Gustine the engine quit and he descended 2000 feet before power started to come back and it took a couple minutes before the noise was steady.

Break and then Program: Dave Dent gave us a presentation on aircraft magneto type ignitions systems. Apparently Champion has been having quality control problems with the resistors in their spark plugs lately. Tempest is currently running a big advertising campaign pushing this very item. Dave also discussed plug gapping, spark plug lead testing and other items relating to ignition systems.
Meeting adjourned for pie.

November 2012

BOARD OF DIRECTORS MEETING, EAA CHAPTER 663, 11/15/2012, 7:40 PM, RALPH'S PLACE.

Ralph Cloud, Dave Dent, Mark Palajac, Chuck Ray, Bruce Cruikshank and Bob Cowan were present.

Treasurer Mark reported \$4,102.47 in chapter funds and 102 members.

Business: Newsletter: Editor Jeffrey Larson was not present, but there was a discussion about spreading timely reminders of chapter events by email in addition to the monthly "Grapevine".

Annual dinner: On January 19th 2013 we'll be gathering at the Livermore Veterans Hall. The caterer we used last year is having staffing problems so the search is on for an alternate (anybody?) (Suggestions). As a result the price has not been set yet. Ray McCrea was suggested as a speaker talking about his travels in Africa.

Dave has arranged for Zeke Smith and authority on composite construction to make a presentation at the December meeting. Dave is lining up friend Dave Ganzer a UAV and other trick stuff guru for a future meeting.

Other issues: Dave Dent has been contributing considerable time to the Patriots Jet Center at Byron Airport. He has arranged for the donation of clapped out General Electric F-404 jet engine from NASA Edwards. He suggested as a chapter project making a cut-a-way of the engine for display at the Jet Center. He will make a pitch at the next meeting.

Meeting adjourned.

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.

[Air New Zealand Preflight - The Hobbit](#) – Thanks to Allen Hughes

[A new way to fly](#) – Another from Allen Hughes

[Boeing's new spyplane](#) – Thanks Bruce

[Try this on the taxiway with your RV](#) – Another from Bruce

What is it? From last month Sponsored by:



Steve Robinson correctly identified the YAK-3M to win Multipurpose tool/sheath provided by Aircraft Spruce.

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.



Fuel remaining is something you should have after you land.

What is it?
Sponsored by:





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