



THE GRAPEVINE



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

Vol. XXXI,



No. 2, February 2012



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February Meeting And Program

NOTICE: Our February meeting will take place at 7:30 P.M. on the 2nd of February. The meeting will be at the terminal - KLVK.

Calendar:

Month	Date	Speaker	Topic
Dec	1 st	Al Edwards	Flying a Lake Amphibian on/off water
Jan	5 th	Steve Willens	Angel Flight flying
Feb	2 nd	Steve Robinson	Fiberglass Fabrication & Old Airplanes

Our February Program will feature Steve Robinson. I've been around airplanes all my life. My father learned to fly during WWII and he always had an airplane either flying or under restoration. I learned to fly in the early 70's when my father (a CFI) gave me lessons in his 1941 Interstate Cadet.

I always liked working on stuff and in the 80's I started a classic auto restoration business. For over 13 years my company and I restored many post WWII classic cars such as alloy-bodied Bentleys, Ferraris, 50's and 60's Mercedes Benz and Porches along with many 60's

muscle cars like Shelbys and Cobras. During this time I mastered all skills used in the restoration process. This includes welding (tig, mig and gas), bodywork, lead work, fiberglass work and painting.

After selling the restoration business in the 90s I went to work for Lockheed Martin Space and Range System as an Engineer for 11 years. I was involved with engineering upgrades to the USAF ground base satellite tracking network. I then did 4 years of contract work with Sun Microsystems as an integration engineer. I'm now semi-retired and spend most of my time working on my own projects.

I love building and I am currently restoring a 1939 Cessna Airmaster, 1941 Interstate Cadet (my fathers plane) and building a 1931 Gee Bee model Y from original drawings. And in my spare time I'm restoring a 1973 Ferrari Dino.

Over the last couple of years I've been helping home builders at Livermore airport with their fiberglass projects. This includes fitting cowls, wheel pants, wheel fairing and wing tips along with contouring and finishing to primer. I've worked on more than a half dozen RVs, two Lancair ESs and a Lancair 360 (full airframe contouring).

Mailbag:

Dinner & Dues:

Mark Palajac is now accepting payments for 2012 dues. At last count only 60+ members have renewed of the 97 from 2011. You can give Mark a check at the meeting or mail your check to him at 25 Jacaranda Drive, Fremont CA, 94539. If you give money to someone to give to Mark, please notify Mark by email so he can make sure it gets to the bank (mark_pal@yahoo.com).

EAA Chapter 663

New Tool Policy – January 2012

Who may use the tools?

Active members of the chapter only may use the tools. If a non-member friend wants to use a tool, have them join the chapter.

What is the term of use?

Up to seven days if no one is waiting. If you need more than seven days, and no one is waiting to use the tool, you may check out the tool again for another seven days. If you want to extend the time of use, you must call Bob Farnam to arrange it. Do not loan the tool to anyone else. It must be returned to the tool crib at the end of your use. We have had examples of tools going through as many as four people, some of whom are not club members, before we were able to chase it down. The result is that unauthorized people are using the tools, the tool manager doesn't know where the tools are, tools have gotten lost entirely, and we can't tell a waiting member where the tool is or when it will be returned. If you check out a tool, it is your responsibility. Any fees incurred for late return are your responsibility also.

Deposits and late fees

A deposit of \$200 has long been required for use of the trailer. The board has decided to require a deposit on our other three most expensive tools. These are the prop balancer, the scales, and the borescope. The deposit for these three items will be \$100 and will begin on February 1st, 2012. The deposit must be in a check made out to "EAA Chapter 663". The money will be returned to you, less any fees, when the tool is turned in. If the tool is not returned on time or if arrangements are not made for the tool to be checked out again, a late fee of 2 % of the deposit will be charged per day, except for the trailer. The only exception to the free usage is for the trailer, which rents for \$10/day or \$20 for three days. Late fee on the trailer is \$10 per day. Again, borrow time can be extended if no one is waiting by contacting Bob Farnam.

Return of Tools

Tools may be checked out or in by contacting Bob Farnam, Dick Jennings, Steve Richards, or Ralph Cloud.

Typical Deposit and late fee example

Trailer: Deposit \$200 – Late fee after 3 days \$10/day.

Prop balancer: Deposit \$100 – Late fee \$2/day

Scales: Deposit \$100 – Late fee \$2/day

Borescope: Deposit \$100 – Late fee \$2/day

All other tools have no deposit requirement but a late fee of \$1/day

Recommendation for new tools to be purchased

Give your suggestion to any member of the Board of Directors.

MINUTES: - Missing from previous newsletter.

November 2011 Minutes - GENERAL MEETING, EAA 663, 11/3/2011 Livermore Terminal

Called to order 7:32 PM by President Ralph Cloud.

Other Board Members in attendance were Mark Palajac - Treasurer, and Kirk Knight - Secretary. Dave Dent – Vice President could not attend due to family matters.

MINUTES: Minutes, without corrections, were moved and accepted.

TREASURER’S REPORT: Mark announced the balance prior to start of the meeting was \$3,553.21 with 92 members. We also have 10 members who are now current for 2012 (yes, 2012 is coming soon!) He has 2012 calendars for \$9.90. Report moved and accepted.

Mark reported on a delightful EAA-only story. In May Chapter member Leland Collins had a peculiar problem with his ARPS reporting system on his RV-9, resulting in a series of telephone calls. His inflight tracking didn’t work over the large and very remote Uinta-Wasatch-Cache National Forest in Utah, giving incorrect information that the plane disappeared. FAA and Air Force contacted the wrong phone number, owned by a Mr. Gupta. Mr. Gupta then tracked down Jeffrey Larson, who then called Ralph Cloud, who then called Leland’s wife Ann Collins.

A motion was submitted to provide a framed EAA 663 certificate to Vukil Gupta, son of Mr. Gupta and newly certified private pilot. Motion seconded and approved. We are presenting Vukil with a certificate plaque in our appreciation and welcome Vukil Gupta as a member of EAA 663. Congratulations to Vukil and heartfelt thanks to your father!

YOUNG EAGLES: Trina announced we flew 86 Young Eagles in 2011. We have a list of 46 names collected at the LVK open house for the list in 2012. We’ll start in April when the weather improves. EAA will be offering a drawing for an iPad if you fly a Young Eagle.

TOOLS: No updates from Bob Farnham.

WEBSITE: Brad is updating the website regularly. New videos are also posted. 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 – Jeffrey Larson announced that Chuck Ray had the right answer to the 1946 LA-9 Russian Lavochkin as the mystery plane. Barry Weber imported planes from Romania years ago and offered some insights into it. It was an all metal plane competitive with the Yak-3. 1,559 were produced for the Soviet,

Romanian and North Korean air forces, but only one is flying today and that's by an owner in the US. Remember, even if you missed, submitting a guess gains you points.

ANNUAL DINNER: 2012 Annual Dinner will be January 21, 2012 at the Veteran's Hall in Livermore on L Street between 5th & 6th. It allows beer and wine, has a stage, kitchen, good price and we've been there about 4-5 years ago. Price will be \$30 .

ANNOUNCEMENTS: November 17th 7:30pm Board Meeting at Ralph's house in Livermore. December 1st is next Chapter meeting.

LVK runway repaving is on hold until spring of 2012.

CHAPTER ANNOUNCEMENTS:

Bob Buchthal reports that Dick Gossen has a SPOT emergency beacon that is having some odd behavior randomly sending messages. He's curious if others SPOT owners have had any problems. One message was sent 10 miles off the end of the runway, another from the fuel island. SPOT has 3 buttons: "I'm OK – a fixed message update", "Help- I'm not desperate but send help" and "911 – a real emergency." When sending a message a GPS location is linked.

November 19th we're invited to Pacific Airmotive in Salinas to see where they're restoring P-51s. Kindly reserve a space so we can keep count.

www.Homebuiltdirectory.com is a new website for home builders.

Sunday November 6th, post-Halloween pumpkin drop at Santa Cruz for \$10.

EAA Chapter 59 in Waco, Texas is having a \$100 raffle for a Cub replica. Drawing is April 7, 2012.

MEMBERS FORUM:

Chris Uhlik is looking for help balancing his prop with the Dynavide. He's in hangar 251 on the south side.

Break at for cookies at 8:13. Back at 8:29

THIS MONTH'S GUEST:

Due to a mixup resulting from Dave Dent being out of town for his brother's surgery, we did not have a guest. Members showed various videos including a Concord based RV-7 encounter with a hawk during a low altitude turn.

Dave Anderson gave a nice presentation of the October 9, 2011 SFO fly-in during Fleet Week where members flew to SQL, then flew as a group to SFO and tied down adjacent to the Blue Angels.

<http://www.flickr.com/photos/dntanderson/sets/72157627858911860/>

Links to the movie on Youtube...

[Long HD version](#)

[Arrival & Departure](#)

[Small short version](#)

MEETING ADJOURNED 9:45 PM

Minutes respectfully submitted by Kirk Knight, Chapter Secretary.

December 2011 Minutes – missing from previous newsletter

GENERAL MEETING, EAA 663,

12/1/2011 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. Dave Dent – Vice President.

Guests: Nick just passed his private! Also a quiet owner of a Luscombe preparing to become an LSA – CFI. A former member who has a T-34, Harvard, RV-8, L-4, and Bonanza who wants to know more about seaplanes. He has planes in Monterey as well as RV-8 at Livermore.

MINUTES: Minutes, without corrections, were moved and accepted.

TREASURER'S REPORT: Mark announced the balance prior to start of the meeting was \$3,778.21 with 92 members. We have 16 signed up for 2012 and 9 renewals. Talk to him about EAA calendars for 2012 –\$9.90 each. Renewal of dues is \$30. Treasurer's report accepted.

ANNOUNCEMENT. Member Bob Buchthal had a recent accident falling down a flight of stairs at a friend's house locally. Broken femur and bruises. (severe groans throughout the crowd) Bob's advice: "Don't walk around in the dark!" Bob is in room 3058B at Kaiser in Walnut Creek.

YOUNG EAGLES: Trina nothing new, the winter doldrums.

TOOLS: Bob Farnham nothing new. Paul is offering loan of a video camera small camera, 7mm diameter, 21 foot cable with USB connector.

QUESTION: Rebuilding an old Citabria seeking someone who knows how to do Ceconite. Suggestions to get in touch with Walter and continue discussion on break.

NEWSLETTER: Bob Tucknott takes the prize, even though Barry Weber had the correct answer. Barry provided details: The **CAC CA-15**, also known unofficially as the **CAC Kangaroo**, was an Australian propeller-driven fighter aircraft designed by the Commonwealth Aircraft Corporation (CAC) during World War II. It was powered by a Rolls-Royce Griffon 2035 HP engine. It wasn't completed until 1946 and due to emerging jet aircraft was scrapped. Remember, even if you missed, submitting a guess gains you points.

ANNUAL DINNER: 2012 Annual Dinner Saturday, January 21st will be at the Veteran's Hall in Livermore on L Street between 5th & 6th. It allows beer and wine, has a stage, kitchen, good price and we've been there about 4-5 years ago. Cocktails 6 dinner 7pm. It's managed by Livermore Park & Rec Dept. Our speaker will be Jackie Warda, aerobatic pilot who will talk about her air show performance in Dubai. \$30 per person, new caterer.

ANNOUNCEMENTS: December 15th 7:30pm Board Meeting at Ralph's house in Livermore. January 5th is next Chapter meeting.

CHAPTER ANNOUNCEMENTS & MAILBAG: How many get the Livermore Transponder about Livermore transportation program? Tenants need to complete the form to drive on the airport. The airport has an increase in deviations, crossing the active without permission.

SAFETY CORNER WITH DAVE DENT:

“I see a lot of aircraft every month and a recent one is notable. The pilot flew to the east coast and back, IFR in bad weather. He mentioned performance wasn’t normal. When the pilot returned we ran a compression check and 3 of the cylinders were dead. Fortunately he had 6 cylinders to start with on the Continental 520 engine.

“Even though they had borescoped the cylinder doesn’t mean there isn’t a problem. They used three different borescopes to get a better view. They pulled the oil screen and found just a little bit of metal.

“I kept repeating, ‘Let’s take the rocker box covers off and take a look.’ Well, it’s a 6 cylinder with turbocharging, lots of hoses, a cowling that would have to come off, so they put that off. For a week.

“Finally, they pull off the first rocker cover and pieces of metal fall out. Literally, pieces of the valve guides are falling out. We found we could grab the valve guides in 2 cylinders and move them back and forth.

“Oil analysis didn’t show metal because all of the pieces were still in the rocker box covers. The owner said he wasn’t burning oil.

“These were ECI cylinders that had call-backs. The guides cracked at the top, two were totally cracked and one was split. When we pulled things apart the lifters were trashed.

“So the lesson is that if you’ve been flying for a couple hundred hours and something has changed, STOP, DON’T FLY! Take a serious look at your engine until you can find out what’s changed.”

Break at for cookies at 7:55. Back at 8:11

THIS MONTH’S GUEST AL EDWARDS, SEAPLANE PILOT:

Dave Dent introduced Al Edwards, who has owned a Lake Amphibian since 1984. He’s a check pilot for insurance purposes.

AL EDWARDS

Al clarified that he has a 1960 Lake Amphibian also has some 1990 parts.

“Seaplane flying is experimental on EVERY flight. You don’t know what’s under the water, how long it will take to land or take off, what kind of trouble you’ll get into once you land should a sheriff come by. You might find out as you’re struggling to take off that the plane has had a water leak and you’re out of CG thanks to all that water. You’re always a test pilot.

“Some of the things I wish I had were brakes on the water. I don’t have a reversing propeller but know a pilot who has an MT reversible prop and am very envious. You can practice this with your own plane tomorrow by setting your RPM to 1500, release your brakes and practice controlling it without running into anything. That’s pretty much what it’s like on the water. If the engine is running, it’s moving. If you’re heading for the dock and think you’re going to hit it, you can open the window, put down the landing gear to slow it down, leap out on the dock and hope for the best.

“There’s no such thing as an overpowered seaplane. I have 180 HP, the later models were 200 HP and then a 6 cylinder 260 HP.

“The Lake has a water rudder that helps, but isn’t completely effective. It retracts into the aircraft and after landing you lower it into the water. You don’t want to land with it extended, especially if you’re in a crosswind! Typically crosswinds are a problem when landing in one of the sloughs in the Delta which are narrow; it’s like a narrow river back east. If you lose the engine while landing you’re going to have a lot of problems avoiding the trees along the shoreline.

“California is one of the best places to have a fresh water seaplane. Here’s the Water Landing Directory of the entire country. Much of the country is pretty limited. National parks are prohibited. California is pretty open. But you need to know who owns the property, what are the restrictions. You want to watch out for boats because they’re not expecting you to come dropping from the sky. You also want to avoid their wakes.

“When looking for a flying lake check the book and call ahead. Are powerboats allowed? Can I bring my powerboat there? Is anything prohibited? You never ask, ‘Are seaplanes allowed?’ When you fly into a remote lake the good old boys who’ve been drinking and know the local sheriff look at you as the rich interloper. If you fly over they wave, when you’re on the water they give a one finger salute.

“There are about a dozen lakes in California that are great sites. Salt water and aluminum are mortal enemies so we don’t. You don’t want to land in the bay. Even fresh water causes problems. The Clear Lake, Berryessa, the Delta are popular. Maybe 100 sites in the Delta. I’ve also flown into Lake Tahoe.

“You don’t need to have a paddle or floatation devices because it’s an airplane. As a plane you have to give right-of-way to boats. You need to be careful about boats. A typical boat is 5-6 feet wide. My Lake is 38 feet wide. When you come around a corner you take up a lot of a typical slough and if the boat doesn’t expect to see you there will be problems.

“During the summer I avoid a lot of the popular locations. There are a lot of boats on the water, a lot of people have been drinking in those boats, the hot weather doesn’t make it easier flying an underpowered plane, and except for showing off you’re going to have a lot of problems.

“I’ve found that the further north you go there are more seaplanes and the people on the lake are more accepting of them. But you still need to check ahead. A lot of seaplanes in Washington, Alaska and Canada.

“Landing is different every time. Any number in the book are not realistic. Water conditions, waves. There are two types of seaplanes with completely different handling characteristics. A converted landplane or a float plane. Or the flying boats or a hull plane like this. It’s the same rating, but if you switch pilots in the planes they’d probably kill themselves. I’m flying an amphibian, once you touch down you can let go of the column. You tell that to a Beaver pilot and floats and he’d have a heart attack.

“This being a pusher prop makes for thrilling takeoffs. If you pitch the nose up too high you’re getting burble off the wing and it goes directly into the propeller. So you’re pitched up and losing power. That’s a thriller!

Question from Dave Dent: You’ve hit on a lot of negatives, are there any positives to owning a seaplane?

“The old saying, ‘if it flies or floats, rent it!’ Being a seaplane owner is a lot of fun, but you can never really relax. There’s a saying at Clear Lake, ‘Never land farther from the shore than you can swim.’

Q: What's it take to get a seaplane rating?

A: I bought the plane in Hayward back in the days you could take instruction in the Lake and rent it after you had the ticket. Those were the good old days.

“Typically 5-6 hours is all that is officially required for the sign off. But you're not proficient. You have only demonstrated takeoffs, landings and touch and goes, but nobody will rent you one, or insure one. It's sort of like a helicopter, you really aren't ready to go out on your own if you want to be safe. You will need to go to a school for the insurance. I went to a school in Renton, Washington for about \$3,500. Or I could have paid \$6,000 a year without the school. With the school my insurance was about \$2,500 a year. You land in the water up there, taxi out of the water on a ramp to a runway and take off on land and get a lot of experience quickly. We had about 15 hours of flight time. You need to have glassy water and rough water to show proficiency. And you may need to wait quite a while – weeks sometimes - before both of those conditions arise and you can gain proficiency.

“The Lake has wheels that retract. Because the wheel switches are in the water the gear lights may not be accurate. So you have a mirror to see the front gear and can see the rear gear from the cockpit. How many have a retractable? You have a warning horn, right? No such thing on an amphibian. Sometimes you want the gear up, sometimes down. If you land in the water with the gear down it's pretty likely to tip over.

“Like any boat, a short hull is less stable. A long hull is more stable in pitch. The new LSA Icon-A-5 looks pretty, but I'm doubtful you'll be ready to fly one in just 20 hours. If it goes fast it's probably not a good seaplane. Seaplane hydrodynamics and aerodynamics are at opposite ends. The step here is great for water work but terrible for aerodynamics.

Q: What's takeoff procedure?

A: How many people water ski? You know what it's like with the initial pull that makes you think your arms are going to come out of the sockets? Same with a seaplane. It takes more power to get it up on plane than it takes to fly it. Initially you're giving it full power to try to bring it up onto the step. That's why you see them struggle. While it's struggling it's throwing water over the wing and into the propeller, and that's not improving the thrust, either. But if you're good enough to get it up onto the step it should fly.

Q: Can the pilot do anything to get it up on the step?

A: Have you ever water skied behind a low powered boat? Some pilots try to shake on the column, but it's pretty much still a boat until you get up on the step and can plane.

Q: Does the high thrust line of the engine cause problems?

A: Yeah, it's not efficient because you have the high thrust line trying to shove the nose down into the water, and the tail trying to shove the nose up. The Lake has trim tabs on the elevator, and sometimes you'll see those opposing each other and getting in the water spray off the engine or the hull.

Q: Any differences in takeoff with a float plane vs a hull plane?

A: Yes, but not when it comes to getting up on plane. You still have displacement keeping you in the water until you get enough speed.

“For example, I'll land up at Berryessa when the winds are light. Several hours later when I'm ready to leave the winds have come up and it's choppy. The hull plane seems to enjoy a smooth surface, but the float planes seem to need a bit of a ripple to cut the drag long enough to get free. I'll taxi around for a half hour looking for a smooth spot again. If it's white caps it's no fun. It's almost no fun either on take off or landing. With a seaplane

it can become airborne below flying speed. If you're at 45 knots and come back down you'll hit hard. If you try to pull back and get the nose up the tail will slam down, and then it will pitch forward. It's a world of hurt. You don't get a cushion of air or ground effect like a land plane.

Q: How do you land?

A: Your landing attitude is level to 2 degrees up. You can land with or without power. If you come in below level it can dig in the nose and tip. If you come in high it's like skipping a rock. As a normal pilot without training you'll come in with the nose up and let it settle, but it will hit on a single spot on the hull and then skip and may skip many times more and more violently. What you need to do is come in flat almost like a night landing and just fly it onto the water and ease off the power.

Q: Speeds?

A: First off, it's indicated airspeed and every seaplane is different. They're a bit draggy and you want to come in a bit hot but they slow down quickly. What you're looking for is attitude, which is everything. Stall speed and flying speed in a seaplane is not that far apart. Takes off is 55 mph indicated. Below that it will not fly. Once you get on the step it's pretty much ready to fly, unless you get waves. We like to talk of ripples and avoid waves. If you compare to water skiing, if there are more than ripples it isn't fun skiing or flying in it. It's not a seaworthy plane that you'd land in waves. I come to land at 60-65 mph. At cruise the Lake 180hp is slower than a 172, but faster than a 152.

"I line up with the swells and ride the tops for either takeoff or landing. I want to avoid slamming into the waves just to head into the wind. Remember, it's a boat before it's an airplane, up to 45 mph. You have sponsons hanging down - (someone quipped, "You can have 3 water skiers on the back!") and that makes it pretty thrilling, too. If the water is very smooth you can drag a sponson, but they're not designed for that and you don't want to hit waves with them.

"Landing on a runway is pretty easy. The Lake has trailing link gear and you don't have to be too careful as it's very forgiving. There are a lot of parts from Canada, mostly remanufactured. It's more of a production kit plane. The parts manual has some parts that were never made.

Q Dave Dent: "Al and I landed it at an 1800 foot strip, we had a lot of runway left over and didn't need much to take off."

A: "It's not a bad off-airport plane with a high lift wing and trailing link gear.

"The plane originated with a David Thurston who left Grumman to build a civilian cutie pie in 1948 and it was called the Colonial Skimmer. They built those up until 1959. My plane started out as a 1960 Skimmer. In 1960, the Lake company took over and made some changes to the design. I have probably the earliest Lake in existence. The Buccaneer is the 200HP version of the Lake. The Renegade is the 6 cylinder with 6 seats, but it has the same wing yet it's 400-500 pounds heavier. They modified to a deeper V-hull so it's better in the water but it doesn't handle as well in the air. The Seawolf is a military version. I have a SeaBee rating which is much better water handling plane, but it's still not a great airplane. The PBYS and the like are designed for the ocean. A twin engine seaplane has problems like I mentioned - no brakes! So you start the cranky engine first. There's a four engine Short Solent seaplane over at the Oakland Air Museum you might want to see. The Lake company in Sanford, Maine is for sale if you want to buy it. Thanks for listening!

MEETING ADJOURNED 9:55 PM - Minutes respectfully submitted by Kirk Knight, Chapter Secretary.

MINUTES: GENERAL MEETING EAA CHAPTER 633, 1/5/2012, 7:30 PM, KLVK TERMINAL BUILDING.

Chapter president Ralph Cloud called the meeting to order. The officers for the new year introduced themselves. The secretary (me) was the only change from last year.

Ralph asked the guests to introduce themselves: Yasho Kote was starting a Sonex project; Murlin and his wife Janine Lee are starting a RV-9 project; also present was our speaker for the evening Steve Willens.

The minutes (phantom) were approved.

Treasurer Mark Palajac reported \$5,368.86 in chapter funds. 47 members have renewed and 30 have paid to come to the annual dinner. Mark also gave details of last years accounting. The biggest expenditure was for the bore scope (\$911.33). We made money on the annual dinner, ending the year ahead \$1,667.64.

Business: Young Eagles coordinator, Trina Anderson was making arrangements with some Boy Scouts to attend future rallies. No dates are set at this time.

Newsletter editor Jeffry Larson announced that Barry Weber once again was the first to identify the mystery aircraft.

The annual dinner: January 21, at Veteran's Memorial Hall, 522 S. L Street, Livermore. Come (Just pay Mark \$30/person.) Jacquie Warda will be the guest speaker. Event kicks off at 6 PM. The food is from a new caterer this year.

Ralph made an appeal for those present who haven't yet renewed their dues.

Announcements: The next board meeting will be 1/19, general meeting 2/2.

People who drive on this airport need to check the web site <http://www.cityoflivermore.net/> check the airport link, the Ground Vehicle Driver Orientation Program link and follow the instructions, or go to the airport office, or avoid airport personnel, and runways.

Member's forum: Dave Dent cautioned pilots about cold weather ops. Keep oil temperatures up by partially cover oil coolers, and consider lighter weight oil. Also check tire pressures. Dave also mentioned we may have Steve Lucy (sp) for our program speaker next month. He has acted as crew chief on all of Burt Rutan's/Scaled Composites aircraft.

Break and Program: Dave Dent introduced Steve Willens, a local pilot, who explained the Angel Flight program that he has participated in for 9 years and made about 200 flights. They provide free flights individuals in need of transportation from remote areas most often for medical treatment from specialists in metro areas. Palo Alto airport is the most common destination for flights in the west. Steve gave details of how the system works, and some of his more memorable passengers. Parameters vary widely depending distance, condition of patient, weather, pilot, and aircraft. Flights can be VFR and IFR, but must be in certified aircraft ☺. More is at this website: <http://angelflightwest.org/>

Thank you Steve

MINUTES: BOARD OF DIRECTORS, EAA CHAPTER 663, 1/19/2012, 7:35 PM, RALPH'S PLACE.
Ralph Cloud, Dave and Trina Anderson, Chuck Ray, Bob Farnam, John Goldsmith, Bruce Cruikshank, Barry Weber, Mark Palajac and a little later Dave Dent were all present.

Treasurer Mark reported \$6,288.6 in chapter funds. 63 members have paid their dues for this year. 51 have paid for the annual dinner with 9 more promising to pay at the door. The chapter is buying dinner for the speaker Jacquie Warda and her husband.

Business: Tools: Jeffry Larson and webmaster Brad Olson have been given the new rules for borrowing the chapter's scales, bore scope and prop balancer. There was a discussion about possible new tools for the tool crib. A brake pad rivet tool and a sub-d connector pin crimping tool were mentioned. There was also talk of some way of getting information distributed about specialized tools various chapter members have and are willing to lend to others.

Final details of the annual dinner were reviewed. All seemed to be ready for the Saturday night event.

Dave Dent said the original speaker, Steve Luci (sp), had a remodeling disaster at his home and will not be able to make it until April. Local craftsman Steve Robinson will give a discussion on prepping for paint. His own project is restoring (rebuilding?) a Cessna Airmaster. William Randoff, the fellow who decided he wanted to fly around the world and then built a RV-8 to do it, has published a book and is willing to come back for another program. He gave us a great account of his venture a couple years ago.

Announcements: Alameda County Land Use Commission is holding a meeting concerning land use around Livermore Airport on 1/26/12 6:30-8:30. Ralph got a message from the Golden West Fly In (June 8,9&10 <http://www.goldenwestflyin.org/>) about an organizational meeting. They will be looking for volunteers.

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.

[Don't try this with your girlfriend, unless you are a very experienced R/C pilot:](#)

[Ah, the sounds of the beach, peaceful, soothing, unless it's Maho Beach.](#)

[Could be the next "hanger" ride?](#)

[What to do with that loose cable running across the inside support beams of your hanger](#)

What is it? From last month Sponsored by:



Last month Barry Weber once again was correct by naming the Loening OA-1A. Currently our Sponsor prizes have run out, but will continue to seek another years worth of prizes as well as a year end prize. Missed guess's still count one point each, tallied to the end of the year with a 2 guess limit per month. 2011 totals are still being tallied.

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.



If, when you push the throttle forward for takeoff, the noise does not increase, abort.

What is it?
Sponsored by:





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