



THE GRAPEVINE



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

Vol. XXXI,



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Officers



President Ralph Cloud 925-449-1048
Vice President Dave Dent 925-447-8055
Trea\$Urer Mark Palajac 510-557-4020
Secretary Bruce Cruikshank 510-886-6897
Program Co-Ord Dave Dent 925-447-8055
Tech Counselor Dave Dent 925-447-8055
Tech Counselor Gordon Jones 925-447-1549
Tech Counselor Bob Sinclair 925-935-7465
News Letter Emeritus John Meyer
News Letter Editor Jeffry Larson 209-608-5981
Flight Advisor Barry Weber 925-963-0824
Flight Advisor Bob Farnam 925-449-1513
Young Eagles Trina Anderson 209-832-1162
Librarian Alan Thayer 510-582-7274
Web Editor Brad Olson 925-866-9289



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March Meeting And Program

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

Calendar:

Month	Date	Speaker	Topic
Jan	5 th	Steve Willens	Angel Flight flying
Feb	2 nd	Steve Robinson	Fiberglass Fabrication & Old Airplanes
Mar	1 st	TBD	Will send an update email tomorrow

Our March Program will feature ??

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.

From the chapter meeting in 2011 – transcribed by Kirk Knight.

Brad McFarlane

October 6, 2011

Dave Dent has known Brad McFarlane's father and uncle in Turlock for years. They have their own grass strip, a couple homebuilts, a Stinson, etc. So when he heard Brad was home on furlough from Papua, Indonesia he invited him to tell us about flying in really remote locations as a Missionary Pilot.

BRAD McFARLANE

I don't know what kind of picture comes into your mind when someone says "Missionary Pilot," so hopefully tonight I can but some definition behind it, show you what we do, and see what missionary aviation is all about.

I'm from Turlock, and grew up on a dairy farm, I'm a farm kid. My wife Susan is a Cruikshank from Walnut Creek. I went to San Jose State, got my bachelor's in aviation and got my ATP at Airhart Aviation here in Livermore. Back in the '80s when I was in high school my dad and I built an Avid Flyer homebuilt airplane. It hangs in our barn to this day.

We, that includes my Dad and brother's machines, now include a Champ, a SuperCub and a 206 down on the farm.

Let me briefly introduce my family. There's my wife Susan and three kids, Kelsey, Amber and Taylor. Kelsey is now 15 and was just 1 when we went to Indonesia. Amber is 13 and was born in Indonesia. Taylor, our son, is the youngest and was born here in the US on one of our furloughs here.

I am a Christian and that means I am a follower of Jesus Christ. I believe that Jesus died and paid for my sins so that I can go to heaven when I die and be with him forever. I believe that the Bible is God's word to us, the way that he reveals himself to us.

Here's why that's important to what we do. Our organization is Wycliffe Bible Translators. Wycliffe endeavors to translate the Bible into languages for people who don't have the Bible yet. There are about 6,000 languages in the world and there remains about 2,500 languages with an outstanding Bible translation need.

JAARS is a support a service of Wycliffe. You may have also heard of it as Jambo Aviation and Radio Service, but we call it JAARS these days. We're famous for Helio Couriers. JAARS supports us in training and parts.

We're about Bible translation and serving the people, so let me show you how we go about doing that.

Where on earth is Indonesia? It's here between Australia and the Philippines. It's an archipelago of 13,000 islands. It's the fourth most populous country in the world. About 200 million Muslims live there making it the most populous Muslim country.

We serve in the province of Papua in eastern Indonesia. The whole island we serve on is called New Guinea. The eastern half of the island is the country of New Guinea and the western half is the province of Papua which is most eastern part of Indonesia. It used to be called Irian Jayav. (ed: For those of us of a certain age whose school history books were even older, during the Dutch colonial era up through WWII the region was known as part of "Dutch New Guinea" or "Netherlands New Guinea.")

We live on the north coast in the town of Sentani which is outside the provincial capital of Jayapura.

In terms of Bible translation, Papua has 256 living languages just in this side of the island. We've identified 110 languages that still have an outstanding Bible translation need. Wycliffe translators in this area have completed 15 New Testaments and have another 25 translations in progress. I'm privileged to serve 7 new tribes' projects with our mission.

The people we're reaching are just one generation removed from cannibalism. We want to take the Bible to them so they can know the good news about Jesus as well. There I am with a tribal group, I'm the guy with the boring white pilot shirt. (audience ad lib: "without a bone in your nose"). I haven't gotten one of those yet and I'm in planning to do so.

It's a challenge to serve these people. Our side of the island, Papua alone is about the size of California. It's covered with huge impassible swamps with crocodiles, snakes and leeches. You try to hike through there and you'll meet all kinds of things that want to live on you or in you.

We all know that the shortest distance between point A and point B is a straight line, right? If you go by boat, water hasn't figured out this concept so it's very slow going. If you try to go by foot we are home to the only permanent ice field in the tropical latitudes at Puncak Jaya. Traveling by foot is nearly impossible. (photos of a Toyota Land Cruiser being winched out of a field of mud.)

[ed: At 4,884 metres (16,024 ft) above sea level, Puncak Jaya is the highest mountain in Indonesia, the highest on the island of New Guinea (which comprises the Indonesian West Papua region plus Papua New Guinea), the highest of Oceania (Australian continent), and the 5th highest mountain in political Southeast Asia. It is also the highest point between the Himalayas and the Andes, and the highest island peak in the world.]

If you're a translator for whom the goal is getting to a destination to start your work, or a single lady, this kind of journey isn't fun. Travel by road is difficult.

We have the tools for the job. Since the '70s we've had 4 Helio Couriers until recently. We've retired 3 of them and will have the last one retire at the end of 2011. The reason we're retiring them is because they're old, and the Avgas required for them costs us nearly \$19.00 a gallon. We have to ship it in in barrels which isn't easy.

JAARS has provided parts and support for them all these years, but now the FAA is cracking down on them for the owner-produced parts. The FAA says, "Those planes over in Papua aren't registered to you, JAARS, so you can't make parts for them." So that's hurting us also.

Their time is gone. They're, ah, old. Our oldest one has 18,000 hours and 25,000 landings.

We have some new tools for the job. We have 3 new Pilatus Porter PC-6s. The first one came on in 2004. This one came on in 2006. And one not in the picture a few years ago. (the photo at a remote landing strip in the mountains included a damaged aircraft in the background)

There's an interesting story here. JAARS used to operate that damaged Pilatus Porter in Nepal for about four years in the '70s. It changed hands quite a few times and a local air carrier bought it. They eventually crashed it at this site.

I'm sad to report that just two weeks ago on September 22nd we lost this plane, the pilot and two passengers. We had a fatal accident in a mountain pass.

My neighbor and colleague, Paul Westlund, with whom I worked for 15 years passed away along with two Indonesians. It's pretty traumatic for us. Paul flew for us for 25 years. Wycliffe has been flying since 1944 and we've only had one other fatal accident and that was in 1976.

I'm sad to report that just two weeks ago on September 22nd we lost this plane, the pilot and two passengers. We had a fatal accident in a mountain pass. My neighbor and colleague, Paul Westlund, with whom I worked for 15 years passed away along with two Indonesians. It's pretty traumatic for us. Paul flew for us for 25 years. Wycliffe has been flying since 1944 and we've only had one other fatal accident and that was in 1976.



Because you're pilots and not a Sunday School class or Church group I'm going to keep this on the technical side. On a technical note, the plane was insured for \$1.5 million, but current replacement cost due to the exchange rate is \$2.2 million.

We have one Pilatus PC-12. This is the plane I fly and teach others to fly.

Paul Westlund

The the Porters we fly at 134 knots TAS at cruise. We carry 750 kilos (1,650 pounds) payload after pilot and fuel. We carry 4 hours 20 minutes of fuel and always land with 1 hour 30 minutes of fuel. The Porter is the ultimate STOL plane. You can load it up and still get off the ground in a hurry. All our planes have radar pods, a super useful tool in Papua.

Among the mods are we have rock guards on the wheels to keep the stabilizers from getting torn up. We have dual GPS.

Q: Is there any air traffic control?

A: Our home base at Sentani is Class Bravo airspace because we have airlines coming in and out of there. But in the interior we communicate with HF radio long range to ATC along with our own flight following.

The PC-12 cruises at 250 knots and we can carry 1,100 kilos, a bit under 2,500 pounds, along with full fuel and pilot. It's really suited for long overwater flights and it still has remarkable short field performance. We have the commuter interior and remove seats or fold them up as needed for our loads. We've had this plane since 2007 and have almost 3,000 hours on it.

Some of the runways we land on (audience laughter at a steep slope off a cliffside masquerading as a runway), this one is 300 meters long, about 1,000 feet. It slopes upward at 17 percent, about 34 degrees. The reason I put it here is because the jungle all round it is swampy and full of water, so the best place for a runway is on a hillside.

Come on along a little ride with me (video clip). This is a little runway called Ika Dipa (sp?) A lot of our landing areas have airborne commital points (big audience laughter), we've already passed it. If something comes out on the runway, a person, a pig or a dog, you have to land no matter what. If you have to go around you'll be in the trees. It takes a lot of practice and training.

Are we just cowboys and throttle jocks pushing limits? We don't like the term bush pilot, connoting we're living in our planes and just throwing our stuff in the back then taking off. We're professional pilots. Half of us have our ATPs. What keeps us safe are our SOPs. Our SOPs are not written by lawyers, they're written by us.

SOPs aren't rules, they're decisions we've made ahead of time that this is how we're going to operate. You can think them through ahead of time in the comfort of your office chair not while you're in the thick of flying. It eliminates having to make stressful decisions on the fly.

Our SOPs are fairly simple and fairly short. They're additional to the Pilot Operating Handbook. Some of our SOPs deal with how much weight we're going to carry in and out of different runways, what our weather minimums are going to be, what kind of pattern we're going to fly, how high we're going to turn to final, how to secure our load, minimum fuel, daylight curfew, things like that.

Then there's our minimum equipment list. It's not required for piston planes in the states, but is for turbine engines. That's a list you make ahead of time in case something breaks to make the decision to fly or not fly without having to make a decision when there's pressure. For instance, I the Porter can you keep flying if the fuel gauge goes out. Sure, you can look in the tank and dip it. But in the PC-12, if the fuel gauge goes out, all you can do is top the tank, return to base, you're AOG until you get a new part because you can't do fuel totalization and you can't dip the tanks if the fuel gauge doesn't work.

One thing that keeps us safe is helping the local people with runway development. In the old days pilots had to hike one week from an existing runway to a new runway under construction. Now we're getting kinda lazy so we go by helicopter. I've had the privilege of helping build quite a few new runways.

So what we do over time as they're building the runway is go in monthly to check their site. Is it good place to put a runway. Is there a mountain off the end. Is it even usable. The villagers and missionaries don't know how to build a runway. Does it have too much side slope. Is the ground too soft. So we help them set up their runways so they don't waste their effort. (photo) This particular runway is 350 meters long and it took them 40,000 manhours to build by hand and by comparison they didn't have to move that much stuff.

Q: Did they leave that house at the end of the runway? (there is a large wooden house at the top of the slope.)
A; Yeah they left the house there. Look closer, there's a big rock there, too. This is a one way in, one way out runway. You land uphill and take off downhill. You can't tell but it's sloped about 6%. It's called Tatu (sp?) I was the first pilot to land there. They had a really big celebration to dedicate this runway.

All of our runways have a runway chart we've created. We call them Jungle Jepps. Here's one for Okbop. We read these like you read an approach plate, top left to bottom right. Okbop is at 1,500 feet, here's our CTAF and our airport identifier. The overall slope is 18%, the touchdown point slope is 13%, it's 390 meters long and 15 meters wide. And no, you cannot land at Okbop with rain on the windshield!

With the Helio you can land and takeoff at gross at Okbop, there's no restriction. It says the width restriction is defined by the surface, and W means it's a waived runway because the touchdown zone is more than 12%. You cannot have any runway that is more than 15% in the touchdown zone. Any runway with touchdown over 12% is a waived runway and we need to get approval every year to use it.

The Porter does not have a restriction either. The chart goes on to define the surface, it says the first 40 meters have some undulations, warnings about side slope, be aware of soft soil areas after heavy rain. Landing contingencies: this is an abort. Left turn out of short final when you're at 6,000 feet on flight path. To abort the takeoff, you're committed on brake release.

Wind curfew after 10AM. That means after 10 the wind and breezes will come up. Now you can get in and out of there, but day in and day out and be safe there we have a wind curfew at 10 AM.

Here's the other view of the chart with an overhead view. We get the terrain details off of Google Earth with the standard pattern. Over this river at 6,700, over this path at 6,400, around the corner at 6,100, and after you pass this point at 6,000 you are committed and have to go in and land. You can see the abort is a left turn out. From the profile view you can see the touchdown zone is at 13%, then the slope increases to 16% and then 21%.

Q: Out of curiosity, your final taxi to the top (of that 21% slope) what RPM are you using?

A: Good question! This is the view down the back of the runway, the chart says, "Use higher than normal taxi speed or you won't make it to the top." We call this the Okbop club, you're either a member or you're not. If you don't make it to the top after landing, shut down, unload and get help pushing it to the top. Don't taxi down the hill to try to get a run at taxing up the hill!

In the Helio you would touch down and then go full power to make it up the hill and manage the power and back off at the top so you don't go into....things.

One of the challenges is how do you define the rollable width of the runway? You can see some pointers, we put runway markers every 15 meters. We measure runways with a very sophisticated side slope tool. In this picture you can see that there's more space on one side than the other and that's because the crown of the runway isn't in the center. The runway markers help. You can roll the plane anywhere within these markers and the wingtip won't hit an obstacle like this bank. If there is a hazard we put in the chart, "watch out for the bank a third of the way up the runway."

Okbop is an interesting site. You can see another runway across the valley at the same elevation. But when we take off it takes a full minute to recover altitude because their so much downdraft off this site. (another photo of the top) At the top of the runway where we park, we had them expand the space to provide parking for 2 planes, with enough room you would clear both the plane and a big bank when taxiing up the slope.

Another interesting runway is Longda (sp?). It's 400 meters long. Just 3% slope at 6,000 feet. I show this because it's kind of like a carrier landing as it's surrounded by 14,000 foot peaks. You have to come through this pass right up here. This is Porter on approach with a Helio parked. STOL flying is all about speed and spot. You have to be on your speed and hit your spot if you're going to stop by the end of the runway. Places like this are critical because you have a really high true airspeed because it's high and short.

Weather changes here quickly. It can be clear and sunny and in 2 minutes, boom, you're fogged in and have to wait 5 hours until it clears.

We have no frontal weather in Papua, anyone know why?

Q: You're near the equator.

A: Correct. We're in the Inter-Tropical Convergence Zone. When we get up the barometer is at 29.92 while it's cool. As things warm up the barometer drop during the day. Next morning, back to 29.92. All of our weather is generated by convection. There's plenty of moisture to drive it.

A lot of the things we do are medevacs and healthcare. We average about one medevac a week. Sometimes we run dental surveys in villages. One village had 50% of adults all 32 teeth were rotted out. We also have done HIV surveys for those efforts.

One common ailment is a mosquito-borne illness called Filariasis, commonly called elephantitis (more accurately elephantiasis) The mosquito will infect the patient and cause swelling of the legs or breast or the testicles. This particular man right here, his name is Tomas. (photo of patient with elephantiasis) We flew him to town, he had an operation and he went home 50 pounds lighter. (after photo of Tomas)

There was a young boy of 14 (before photo) who had some strange healing disease in his mouth and nose where the infection would over-heal. He could barely breath through his nose the opening was so small and had to eat through a straw. We flew him to town and there was a plastic surgeon from another part of Indonesia who treated him successfully (after photo) and he went back to the village 25 pounds heavier!

Along with vaccinations we help with polio. There's a little runway called Arbis (sp?). There's a Helio that's older than me, it's a '68 model, I'm a '69 and it's a year older than me. That runway is about 40-50 meters from the ocean. It's covered in grass but it's very soft sandy soil. So when we taxi it just leaves ruts. It takes 2,500 RPM just to taxi. The Helio is a geared engine with 3,400 redline. Nearby is another runway with an 8% slope and it takes 2,500 RPM just to taxi up that slope.

So we have an airstrip surface tester. One's called a pogo stick. It's pointed, you stand on it and then measure how far it goes into the soil and calculate the hardness. The other one has a little square foot and you stand on it and calculate with your weight and what kind of impression it leaves to derive performance figures of how much weight we can land with, how much we can take off with.

So I was at this village near the beach called Arbis (sp?) and the call from the village head said there's a lady who's in labor can you wait while we bring her to you so you can take her to town for a C-section? So I went across the river to this house where we waited for them to bring her to us. They finally brought her on a little bamboo and bark stretcher. There's the village pastor with her praying.

I've never been in labor, and I've heard it's pretty hard, and she's been in labor for five days! (groans in the audience) (new photo of baby) She safely delivered this little boy and named him after me. And if you go to this village there's Brad, right there.

We also get involved in economic development. They grow peanuts in there and (photo of huge bags filling the aircraft and front seat) there's 800 kilos of peanuts in there. We have a cheap flight rate so they can get their peanuts out. Those are shelled. We fly them into town so people can sell their produce, buy food or medicine, and bring it back to their village.

We have one plane that's dedicated two days a week and all it does is produce flying. Anytime we're on a backhaul we'll fly produce. When people know there's a regular schedule they produce more food because it doesn't rot in their storage shed waiting to get to market. We fly about 90 metric tonnes a year (about 100 English tons).

We also haul pigs. (photo of live pigs tied to poles loaded on plane – no you can't smell them!) Pigs are a big part of their economy. We stack up to 8-10 pigs two deep per flight. They bundle them in rice sacks to catch their droppings so plane isn't as messy.

Avgas is \$19 a gallon, but jet fuel is \$4.50 a gallon because there are more refineries for it. (note: see April EAA 663 meeting minutes with Paul Milner about fuel) So the Helio, which burns avgas isn't as cost effective as the Porter which is a turbine with jet fuel.

Humanitarian aid is an important part of our mission. There's a village called Wasio out here in the bird's neck area. Wasio had a big flood 2 years ago. Here's the village before (photo before) and after (literally looks like after the tsunami in Sri Lanka) as water overflowed up in the mountains and trees came down totally wiping out the town. A forklift was buried up to the top 6' of the mast as an example.

We were able to fly in relief supplies. There was a grader in town that cleaned a foot of mud off the runway so we could fly in the day after the flood.

One of the most significant things we did was we took an Indonesian pastor Mr. Abi, and he with a team of counselors helped people through the grieving and stress. They lost over 100 people and nearly every home in the village was destroyed.

Many of the houses along the coast are built on stilts over the water. In June of 2010 there was a 7.0 earthquake that caused a tsunami and flattened everything along the coast, even taking out those homes on stilts. They lost all their belongings. The next day we loaded 2 airplanes with 2,500 pounds of food, water, medicine, tarps and relief supplies. We have nets and tie downs to keep it safe.

Our main mission is Bible translation. Here's photo of a family, the Joneses, who were translating the Yawa language. They had medical issues and had to return to the states. But their local translator Manduwen wanted to finish the New Testament. So we would ferry paper versions between Manduwen and the Jones family in the states. Eventually we were able to obtain a satellite internet connection called an Inmarsat BEGAN. Manduwen was able to communicate directly with the Jones family. For 2 years they had no word from Manduwen. So we mounted a mission to get to Manduwen with our computer tech, Sam, to travel with me.

I have a great office view of coral reefs, jungle water falls, and green mountains. Here's a runway called Siri (sp?) It has big towers along one side and the decision point is well in front, but to abort you still have to proceed past the runway before you can turn out and try again.

We land there and Sam the computer tech and I are met by a pickup truck and a welcoming committee for a 3-4 hour ride into the mountain jungle.

About an hour into our trip we had to stop for fuel. It's diesel but the guy pumping it is smoking a cigarette anywhere. Most of the houses are on stilts, pigs and chickens are underneath. The BEGAN satellite can beam right up through the thatched roof. They have a small generator. In about 5 minutes Sam had Manduwen's computer working, it was just a software upgrade that hadn't been done. Manduwen was able to immediately sync the New Testament to the Jones in Dallas. (picture of chicken standing on the table next to the computer in Manduwen's thatched home.)

In June 2011 they had a dedication ceremony releasing the Bible in the Yawa language. One lady said that it's the difference between eating a banana with the peel on it and one with the peel removed where you can appreciate the flavor, it tastes a lot better. Teaching people to read goes hand in hand with Bible translation.

Here's a few pictures of our loading for flights. I flew to Cairns, Australia, a 4 hour flight of about 1,000 miles to pickup a Honda 450 for off-road work as well as an overhauled engine for one of our Porters. It's easier to bring it in from Australia than have it shipped in by sea. That can take up to 2 years vs 2 months by airfreight. But customs is complicated. The PC-12 has a huge cargo door, 4x4' that's standard. We put in a stack of plywood 4x8'. We fly to Cairn and then stop on the way back at Horn island, also known as Christmas Island.

We fly in generators frequently. You have to go solar or generators in the jungle. Some of these generators (picture) weigh 500 kilos. We have to remove the copilot seat to get the CG forward enough.

Q: What's the checkout procedure?

A: We have tiered checkout. You start out with the easy ones It will take at least 2 years to be fully checked out on all the runways. We have 10 pilots and five planes. Our program flies 2,500 hours a year, and I fly between 300 and 700 hours a year. I'm on furlough for 7 months in the US so my hours will be reduced. We're all A&P mechanics and I'm a flight coordinator who also does scheduling.

Q: How does weather change during the day?

A: Some runways in the lowland jungles are foggy until 9am and then clear all day. The ones in the mountains are clear in the morning and then rainy and cloudy the rest of the day. So it's a real pain if you're trying to do shuttles from the lowlands to the highlands and back and forth.

Q: How do you get waivers?

A: JAARS provides waivers for those runways as well as the pilots.

Q: How are you funded?

A: We are individually supported by churches and relatives. We are not paid by our aviation program, but our local Indonesian ground personnel are paid by the program. Pilots and mechanics are sponsored missionaries.

I enjoy flying for mission engagements. I fly a national pastor out. I haul Indonesian eye doctors who does 80 cataract surgeries in one week. Or I fly a translator family hundreds of miles across the ocean while they can relax in peace. It all brings me a lot of comfort and joy. I really like bringing the Bible to people who don't have it yet in a language that they understand. Thanks for inviting me.

Brad-susan_mcfarlane@wbt.org

MINUTES: GENERAL MEETING, EAA CHAPTER 663, 2/2/2012, 7:30 PM, TERMINAL BUILDING KLVK.

Chapter president Ralph Cloud called the meeting to order.

One guest introduced himself; Bill Pitt who is leaning toward building a Zenith 801.

There were a couple months of newsletters published in the Grape Vine this month. They were all approved without changes.

Treasurer Mark Palajac reported \$4,496.63 in chapter funds after the expenses of the annual dinner. 67 members have paid dues so far this year. 60 persons attended the dinner.

Business: Young Eagles coordinator Trina Anderson is still working on the rally schedule for this year.

Tool man Bob Farnam reported the rules for checking out the four expensive items, the trailer, prop balancer, bore scope, and scales were published in this month's newsletter. Bob reminded members that the tools for the use members on members aircraft. If one has a friend that wants to use a tool, have them join the chapter for \$30 and they are good to go.

Newsletter editor Jeffry Larson once again had to announce that Barry Weber identified the mystery aircraft, a one off homebuilt called the Discovery.

Most members reported having a good time at the annual dinner. The PA system received a couple complaints (me) and the mashed potatoes were a little sloppy (again me and a couple others). The person responsible for the hall was quite impressed with the speed with which most all pitched in to remove all evidence of our presence a few minutes earlier.

Ralph requested that those who have not yet, pay his or her dues.

Dave Dent would be greatly appreciative of assistance in arranging programs for our meetings. If you have ideas or know someone who would make an interesting presentation, contact Dave.

Announcements: Next board meeting will be 2/16 at Ralph's. Reminder: Fill out the Ground Vehicle Operator questionnaire on the airports website. The Golden West Fly In will soon be holding organizational meetings, go to their website if you are interested in volunteering.

Member's Forum: Dave Dent's safety tip was in addition to the ignition and oil to diagnose the cause of a rough engine, remove the valve covers. After investigating the usual he recently found chunks of metal (valve guides) fall out of three of six covers on a recent engine inspection.

Break and then Program: Dave introduced Steve Robinson, a true craftsman. With years of experience restoring cars he has turned his talents to working on his main project, a COMPLETE rebuild of a Cessna Airmaster. He has also helped many of the local kit builders with the more disgusting aspects of finishing glass to ready it for final painting, which was his main topic of the evening. He told of techniques for mixing and applying micro (use lots), and shaping it after it cures. Detailed descriptions of the types and techniques for using various sand primers were also given. Thank you Steve.

MINUTES: BOARD OF DIRECTORS MEETING, EAA CHAPTER 663, 2/16/2012, 7:30, AT RALPH'S PLACE.

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

Treasurer Mark reported \$4,586.63 in chapter funds. 72 members have renewed for the current year. Mark also mentioned that we came out \$75 in the black on the annual dinner.

Business: Ralph got an email from Grass Valley chapter 1175 purposing: "7 EAA Chapters each entering 5 homebuilt aircraft to be judged on a modified EAA format (to expedite judging process). Competition limited to 35 aircraft and 7 Chapters. Total points for each Chapter will determine the winner. First prize \$250 to the winning Chapter. Each entered aircraft will receive one free breakfast and 2 free airshow admissions for the Sunday's airshow." This will take place before the SUNDAY airshow. The idea was discussed, and it was decided to present it at the next general meeting to see if there is interest.

Young Eagles coordinator Trina Anderson notified Ralph that on 5/19, EAA Learn to Fly Day, Tracy will be holding an event and wanted to know if we wanted to participate.

Jeffry Larson notified Ralph that Aircraft Spruce & Specialty has once again come through with some prizes for the mystery airplane contest. (Now, if we could only stump Barry.)

Dave Dent suggested that we have various chapter members tell stories of some of their experiences as material for meeting programs. He will expand on the idea at the next meeting.

Announcements: Next general meeting will be March 1st. Calaveras Airport is having an Open House on April 21st.

Comment time: John Goldsmith mentioned the torque wrench controversy raging on Van's Air Force about the correction to use on the crows foot thingie used on Hartzell propellers. (Solution: Set it at 90 degrees to the axis of the torque wrench, and make no correction.)

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.

[Motion Induced Blindness](#) – Thanks to Bob Farnam for this one. You better try it, the results are surprising.

[Precision Flying](#) – A birdeye view, literally. – Thanks to Bruce Cruikshank for this gem.

[Note to self: When flying with drugs in the airplane, stay away from President TFR's.](#) Thanks to Doug Smith.

What is it? From last month Sponsored by:



Last month Barry Weber once again was correct by naming the Discovery. Sponsor prizes have been restocked 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



A new aviation headset. <http://www.comtronics-acro.com>. 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.



The less you rely on luck the longer you'll have it to use.

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16610 Von Sosten Road
Tracy, CA 95304
jeffrylite@comcast.net or
President@eaa663.org

