



# THE GRAPEVINE



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

Vol. XXXI,



No. 5, May 2012



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## May Meeting And Program

**NOTICE:** Our May meeting will take place at 7:30 P.M. on the 3rd of May. The meeting will be at the terminal - KLVK.

### Calendar:

Month	Date	Speaker	Topic
Mar	4 <sup>st</sup>	David Ringler	Patriots Jet Team Foundation
Apr	5 <sup>th</sup>	Dave Dent	Quiver number 226 — The flying cowboy
May	3 <sup>rd</sup>	Einar Enevolson	90,000 Feet in a sailplane

**Our May Program** will feature Einar Enevolson to come speak at the May general meeting. Einar is a test pilot (the only one to recover a F-14 from a spin) who is planning to set a new world record for altitude in a sailplane. The target is 90,000 feet in a wave from the Andes Mountains over southern Argentina. No space suites, the cockpit is pressurized, interesting.

**Mailbag:**

**Dinner & Dues:**

Mark Palajac is now accepting payments for 2012 dues. At last count only 86+ 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](mailto:mark_pal@yahoo.com)).

April 2011 Minutes

GENERAL MEETING, EAA 663,

4/5/2012 Livermore Terminal

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

Other Board Members in attendance were Mark Palajac - Treasurer, Dave Dent – Vice President. Bruce Cruickshank - Secretary had family obligations and Kirk Knight prepared the minutes.

Guests: No guests.

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

TREASURER'S REPORT: Mark announced the balance prior to start of the meeting was \$5,156.62 with 78 members and one new member tonight. Renewal of dues is \$30. Treasurer's report motion accepted by membership.

ANNOUNCEMENT. Dave Dent has received the FAA Charles E. Taylor Master Mechanic Aviation Award. (read this great history) The FAA established The Charles Taylor Award to recognize the lifetime accomplishments of Senior Mechanics. To earn this award, the nominee must work on N registered aircraft for 30 to 50 years and have 50 years of contribution to the Aviation Industry. Dave's award says he has 53 years. Well done Dave, we're honored to have you in Chapter 663.

YOUNG EAGLES: Trina Anderson announced the first Young Eagles of 2012 is April 28 at LVK. May 19 will be Learn to Fly Day in Tracy. In June we'll have an official EAA Event for Young Eagles at the new Byron Jet Center.

GOLDEN WEST AIRSHOW EAA CHAPTER CHALLENGE: June 10th event. Ralph is asking for volunteers for a committee to select 5 chapter airplanes to participate. Barry Weber volunteered the lead the selection committee. The goal is to select 5 exemplars of our chapter, fly to Marysville on the 9th in preparation for judging on the 10th. Barry requests 3 others to help solicit entries, prepare unbiased selection of 5, and assist in the representing the chapter.

TOOLS: Bob Farnham reminded all that Chapter tools are exclusively for Chapter members. Want to use our tools? Join the Chapter! The borescope was recently damaged, so we'll only have a single angle mirror for use, no additional probes to be removed, lost or broken. Besides, the angle mirror is all you need.

NEWSLETTER: Jeffry Larson is having too much fun with his mystery plane. We'll let him tell the story. Editor: When I started this contest it seemed pretty simple right? Name the plane and win the prize. Turns out it's not that simple. Each plane seems to have taken a life of its own. Let's take for example a picture of an RV...whatever. A guess of "RV" would be correct, but let's for grins say it's an RV9A. In theory, an RV9 would not be wrong but is not as correct as an RV9A. Is a guess of an RV more correct or more wrong than an RV9? I never imagined it would be this complicated, nor did I have any idea the breath and knowledge of

seemingly very obscure planes that the chapter members not only have knowledge about, but have demonstrated time and time again, that are intimately familiar with. I'm still having fun with this, and Aircraft Spruce has been very generous with their yearly gifts (you are telling them about it when you call with your order?) so it will continue into the foreseeable future. I love hearing from everyone each month. To me, the perfect contest would be everyone in the chapter submitting their guess at least once during the year. Then I know you are actually reading the newsletter, and that is the ultimate goal, to provide information that you simply can't get anywhere else. And this, my friends is the benefit of having all of your wealth and experience assembled into one single chapter of the EAA. I plan on publishing a full list of points tallied at the end of the year and am seriously contemplating a second list of those that failed to participate but were in fact registered members. I will bring this up for vote at the upcoming meeting. Which list do you want to be on? We have all benefited from participation in large organizations like EAA, so jump in and participate. The smiles are worth it, besides where else can you get that kind of support for \$30 a year?

**WEBSITE:** Brad Olsen wasn't in attendance but has been frequently updating the site. A few questions about other contact methods such a Twitter SMS, Facebook, etc. to notify members of spontaneous fly out events. Is it possible to use website to broadcast a text message? Would anybody use it?

**BBQ Season!** May 12, Saturday, will be first BBQ of 2012. Coals start at 4 PM, open beverage in Bob Buchthals Hangar.

**ANNOUNCEMENTS:** April 19th 7:30pm Board Meeting at Ralph's house in Livermore. May 3rd is next Chapter meeting.

**Flyout May 19 to Rancho Murrieta.**

Barry Weber is proposing weekly Saturday mornings, 8AM meeting at LVK to fly to breakfast.

Editor note: This is also the same day as Learn to Fly in Tracy as well as the 9<sup>th</sup> annual Sonex Flyin in Rio Linda. With the speed of the chapter airplanes, one should be able to hit all 3 in the same day and fly home with a belly full of BBQ ribs from Rio Linda.

Chad Jensen, new EAA Homebuilders Community director is preparing a survey of chapter members nationwide. He wants to know how many hours on planes, how many owned by original builder, who has the most hours on their homebuilt, etc. It looks like the survey need only talk to Gordy for most, most and most.

Dave Dent apologized on behalf of a very busy Steve Lohse of Scaled Composites. Steve is finishing up Spaceship Two for launch and until that completes its launch milestone in New Mexico Virgin Galactic Spaceport he can't get away to speak with us.

**CHAPTER ANNOUNCEMENTS & MAILBAG:** LVK Airport is having weekly hot dog lunch on Thursdays. It's an opportunity to talk to airport management and others in the airport community.

A nice piece on VansAirforce.net showing time lapse reassembly of a chapter member Jeremy Constant's aircraft following paint.

Dave Anderson has been closely following Tracy airport and surrounding land developments and their effect on pilots and our safety. Tracy may officially reduce the runway from 4,000 feet to 3,994. The implications of not paving that last 6 feet are quite profound and Dave gets credit for reading the rulings closely. The airport management is also using a displaced threshold to shorten the existing runway.

Currently the runways are 4,001 and 4,005 feet. Runway under 4,000 feet carry a smaller obstacle free zone, enabling encroachment by housing and commercial land developers. This also limits the categories of aircraft which can operate from the field. Dave recommends a letter from EAA 663, as well as national, to push the runway back to 4,000+ feet. This is part of an ongoing battle with local land developers who keep losing in their efforts to rezone adjacent land, thereby reducing airport and neighborhood safety for their own benefit.

Ralph brought up LVK news about changes in leaseholders and subleases for 6 hangars totaling 100,000 sq ft east from Sierra and the fire station. This is expected to bring in \$500,000 additional revenue per year and provide funding for new hangars on south side. Current waitlist is down to 1 year or less.

Mark Palajac brought up the condition and size of our BBQ, suggesting we investigate larger unit.

Barry Weber is assembling an RV-8 and could invites help in hangar 277 a couple days a week – Wednesdays and Saturdays are proposed. A great opportunity for a novice to learn from a repeat Lindy Award winner.

Ralph noted that the Isabell Avenue BART station in Livermore is coming. LVK is working with BART to limit the height of the structure so as to avoid shifting the airport boundaries. A large senior housing project will soon sprout to the west of the airport just outside the boundary, adjacent to 580.

John Goldsmith had the sad news that Dennis Hewitt, who shared a 182 at LVK, went west today following a stroke.

Break at for cookies at 7:55. Back at 8:15

Scaled Composites Raptor UAV with Mike Melville



THIS MONTH'S GUEST DAVE DENT spoke about the Raptor UAV project which was originated at Lawrence Livermore Labs then built by Scaled Composites. It was among the earliest Scaled Composites contract projects back in the day when Burt Rutan was running the operation on a shoestring. That's hard to imagine looking at SpaceShip Two and WhiteKnight Two!

Dave described the selection of the mission profile, selection of Scaled Composites, selection of the Rotax engine, creating the double and triple turbo and supercharger configuration that made flight possible well over 65,000 feet as well as high endurance. The creation of a 16 foot diameter propeller and ground testing on the top of a large moving van.

Dave always makes the incredible sound matter-of-fact. Best of all, he had the inside engineering insights, photos and videos that left the members' jaws hanging open. (See above. No, that is not Slim Pickins, but Mike Melville of Scaled Composites riding on the top of what was funded to be an UNMANNED aerial vehicle. Read the Scaled Composite story about the "somewhat novel approach.")

Later Scaled Composites Demonstrator -2 – without Mike Melville. Not as funny.

**Here's the Scaled Composites story.** The Raptor Demonstrator high-altitude, long endurance, unmanned aerial vehicle (UAV) program was conducted under a contract from Lawrence Livermore National Laboratory to Scaled Composites, LLC. In order to satisfy rigorous performance criteria of flight up to 65,000 ft and 48 hour plus endurance, a high fuel fraction and light weight composite structure were necessary.



In order to reach altitudes of 65,000 ft, the Raptor used a two-stage turbocharged, 100 hp, highly modified Rotax engine. This propulsion package was successfully tested in an altitude chamber to over 70,000 ft altitude. Additionally, Scaled was responsible for the design, manufacturing, and development of the high-altitude propeller system, a 2-blade all-graphite controllable pitch unit. Scaled also designed, developed, and tested all Raptor flight controls, including autopilot, autonomous navigation, and emergency recovery systems.

In 1995, the Raptor program was transferred to NASA under the Environmental Research Aircraft and Sensor Technology program as a flying test bed for technologies applicable to future high altitude UAVs.

The airplane was flown in a manned configuration to allow testing of changes to the flight control system with minimal risk to the airframe. The safety pilot was provided manual controls which can override control system commands. This somewhat novel approach allowed rapid development of the vehicle handling qualities and evaluation of the flight controls at low cost and program risk.

More on the Raptor project with photos  
<http://stargazer2006.online.fr/unmanned/raptor.htm>  
MEETING ADJOURNED 9:55 PM

Minutes respectfully submitted by Kirk Knight, guest Secretary.

MINUTES: BOARD OF DIRECTORS MEETING, EAA CHAPTER 663, 4/19/2012, HANGAR #62, KLVK.

First the pre meeting: The assembled helped me weight my new airplane, a somewhat modified Zenith CH750, powered by a Continental 0-200A, 775 pounds on the scales. Adding 2 pounds of inspection plates that were accidentally left off brings the total to 777 pounds. The useful load is 543 pounds. The disappointment came with the testing of the hand brake I designed. Tied a rope to the propeller hub and Mark Palajac, Ralph Cloud and Bob Farnam pulled, and I could not stop them. One of the nylon brake lines popped off one of the calipers and the exercise ended with the need for changes.

810 pm, Ralph Cloud, Mark Palajac, Chuck Ray, Jerry Gerholt, Bruce Cruikshank, Dave Dent, Dave and Trina Anderson, Bob Buckthal, and John Goldsmith were present.

Treasurer Mark reported \$5,366.51 in chapter funds. His report was approved.

Business: Barry is in charge of chapter 663's participation in the Golden West Fly In aircraft judging challenge. Those with pretty airplanes set aside June 10<sup>th</sup> for the competition.

Young Eagles coordinator Trina reminded that our first event of the year will be 4/28 at Klvk. The next is 5/19, Learn to Fly Day, at Tracy.

Ralph wants to build a new barbeque grill for the chapter barbeques. It will be a split 55 gallon drum mounted on a light weight trailer. Two trailer chasses were considered, one from Northern Tool and a cheaper one from Harbor Freight. The cheaper was selected as there are no plans for the grill to leave the airport grounds. The cost is \$180 plus tax. The purchase was approved by those present. Mark Palajac offered to pick up the trailer.

Ralph has set the dates for the barbeques for this spring/summer:  
Sat 5/12, Sun 6/3, Wed 7/4, Sat 8/4 and Sat 9/1.

Programs: Dave Dent has gotten Einar Enevolson to come speak at the May general meeting. Einar is a test pilot (the only one to recover a F-14 from a spin) who is planning to set a new world record for altitude in a sailplane. The target is 90,000 feet in a wave from the Andes Mountains over southern Argentina. No space suites, the cockpit is pressurized, interesting.

Announcements: Coming events: The Calaveras Air Fair 4/21. Holister Memorial Day Airshow 5/26,27. Next general meeting is 5/3, with the board meeting allowing on the 17<sup>th</sup>.

Meeting adjourned for pie.

Respectfully submitted, Bruce Cruikshank, Secretary.

### **Feedback/Questions/Suggestions**

**Any and all feedback is welcome. Please take a few minutes to send suggestions, tips, corrections or any other feedback to: [jeffrylite@comcast.net](mailto:jeffrylite@comcast.net).**

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

[A really neat piece of machinery.](#) – Thanks to Bruce and Harry

[Not videos, but 2009 Collection of Edwards AFB Open House](#) – Worth a few minutes of your time

[Politicians, earning your money?](#) – Self explanatory

[What's a little wind on landing?](#)

[An oldie but a goodie on the 405 in LA.](#)

[Why its tough to close the overhead compartment in coach.](#)

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



Last month Barry Weber once again was correct by naming the 1950 Pilatus P2-06, however he was beaten to the punch by David Flournoy who went above and beyond what was posted on the Barnstormers add by correctly identifying the specific serial number (58) as well as beating Barry by a scant 8 minutes. David revealed at the meeting that he had found the information on Trade-A-Plane. 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-aero.com>. 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.**

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.



Stall warning is when the vertical velocity exceeds the forward velocity.

What is it?  
Sponsored by:





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