



THE GRAPEVINE



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

Vol. XXXII,



No. 11, November 2013



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 Coordinator** 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
- Young Eagles** Trina Anderson 209-832-1162
- Librarian** Alan Thayer 510-582-7274
- Web Editor** Brad Olson 925-866-9289



Board Of Directors

- Bob Farnam 925-449-1513
- John Goldsmith 925-447-7362
- Chuck Ray 925-899-5660
- Dave Anderson 209-609-2162
- Dick Jennings 925-862-2345
- Bob Cowan 925-373 0555

Meeting And Program

NOTICE: Our November meeting will take place at 7:30 P.M. on the 7th of November. The meeting will be at the FBO/Main Terminal Building on the grounds at KLVK.

Calendar:

Month	Date	Speaker	Topic
September	5th	Barry Weber	Annual Oshkosh Picture Slideshow
October	3 rd	Stu Eberhart	Racing a P-51 at Reno
November	7th	Tony Ginn	Edwards solar/electric aircraft

For Our November program, Dave Dent is arranging to have Tony Ginn give a presentation about the solar/electric aircraft programs at Edwards.

Mailbag:

This is a special story shared by Harry Crosby and Bob Stephen.

The Payoff

Dedicated to Frank Crismon (1903-1990)
by Capt. G. C. Kehmeier (United Airlines, Ret.)

"I ought to make you buy a ticket to ride this airline!" The chief pilot's words were scalding. I had just transferred from San Francisco to Denver. Frank Crismon, my new boss, was giving me a route check between Denver and Salt Lake City.

"Any man who flies for me will know this route," he continued. "Fourteen thousand feet will clear Kings Peak' is not adequate. You had better know that Kings Peak is exactly 13,498 feet high. Bitter Creek is not 'about 7,000 feet.' It is exactly 7,185 feet, and the identifying code for the beacon is dash dot dash.

"I'm putting you on probation for one month, and then I'll ride with you again. If you want to work for me, you had better start studying!" Wow! He wasn't kidding! For a month, I poured over sectional charts, auto road maps, Jeppesen approach charts, and topographic quadrangle maps. I learned the elevation and code for every airway beacon between the West Coast and Chicago. I learned the frequencies, runway lengths, and approach procedures for every airport. From city road maps, I plotted the streets that would funnel me to the various runways at each city.

A month later he was on my trip. "What is the length of the north-south runway at Milford?" "Fifty-one fifty." "How high is Antelope Island?" "Sixty-seven hundred feet." "If your radio fails on an Ogden-Salt Lake approach, what should you do?" "Make a right turn to 290 degrees and climb to 13,000 feet." "What is the elevation of the Upper Red Butte beacon?" "Seventy-three hundred." "How high is the Laramie Field?" "Seventy-two fifty." This lasted for the three hours from Denver to Salt Lake City. "I'm going to turn you loose on your own. Remember what you have learned. I don't want to ever have to scrape you off some hillside with a book on your lap!"

Twenty years later, I was the Captain on a Boeing 720 from San Francisco to Chicago. We were cruising in the cold, clear air at 37,000 feet. South of Grand Junction a deep low-pressure area fed moist air upslope into Denver, causing snow, low ceilings, and restricted visibility. The forecast for Chicago's O'Hare Field was 200 feet and one-half mile, barely minimums. Over the Utah-Colorado border, the backbone of the continent showed white in the noonday sun. I switched on the intercom and gave the passengers the word. "We are over Grand Junction at the confluence of the Gunnison and Colorado Rivers. On our right and a little ahead is the Switzerland of America--the rugged San Juan Mountains. In 14 minutes we will cross the Continental Divide west of Denver. We will arrive O'Hare at 3:30 Chicago time."

Over Glenwood Springs, the generator overheat light came on. "Number 2 won't stay on the bus," the engineer advised. He placed the essential power selector to number 3. The power failure light went out for a couple of seconds and then came on again, glowing ominously. "Smoke is coming out of the main power shield," the engineer yelled. "Hand me the goggles." The engineer reached behind the observer's seat, unzipped a small container, and handed the copilot and me each a pair of ski goggles. The smoke was getting thick.

I slipped the oxygen mask that is stored above the left side of the pilot's seat over my nose and mouth. By pressing a button on the control wheel, I could talk to the copilot and the engineer through the battery-powered intercom. By flipping a switch, either of us could talk to the passengers. "Emergency descent!" I closed the thrust levers. The engines that had been purring quietly like a giant vacuum cleaner since San Francisco spooled down to a quiet rumble. I established a turn to the left and pulled the speed brake lever to extend the flight spoilers. "Gear down. Advise passengers to fasten seat belts and no smoking."

I held the nose forward, and the mountains along the Continental Divide came up rapidly. The smoke was thinning. "Bring cabin altitude to 14,000 feet," I ordered. At 14,000 feet over Fraser, we leveled and retracted the gear and speed brakes. The engineer opened the ram air switch and the smoke disappeared. We removed our goggles and masks. Fuel is vital to the life of a big jet, and electricity is almost as vital. The artificial horizon and other electronic instruments, with which I navigated and made approaches through the clouds, were now so much tin and brass. All I had left was the altimeter, the airspeed, and the magnetic compass--simple instruments that guided airplanes 35 years earlier. "Advise passengers we are making a Denver stop." "The last Denver weather was 300 feet with visibility one-half mile in heavy snow. Wind was northeast at 15 knots with gusts to 20," the copilot volunteered. "I know. I heard it."

The clouds merged against the mountains above Golden. Boulder was in the clear. To the northeast, the stratus clouds were thick like the wool on the back of a Rambouillet buck before shearing. I dropped the nose and we moved over the red sandstone buildings of the University of Colorado. We headed southeast and picked up the Denver-Boulder turnpike. "We will fly the turnpike to the Broomfield turnoff, then east on Broomfield Road to Colorado Boulevard, then south to 26th Avenue, then east to Runway 8." The copilot, a San Francisco reserve, gave me a doubtful look. One doesn't scud-run to the end of the runway under a 300-foot ceiling in a big jet. Coming south on Colorado Boulevard, we were down to 100 feet above the highway. Lose it and I would have to pull up into the clouds and fly the gauges when I had no gauges. Hang onto it and I would get into Stapleton Field. I picked up the golf course and started a turn to the left. "Gear down and 30 degrees." The copilot moved a lever with a little wheel on it. He placed the flap lever in the 30-degree slot. I shoved the thrust levers forward. "Don't let me get less than 150 knots. I'm outside."

I counted the avenues as they slid underneath. . .30th, 29th, and 28th. I remembered that there was neither a 31st nor a 27th. I picked up 26th. The snow was slanting out of the northeast. The poplar trees and power lines showed starkly through the storm. With electrical power gone, we had no windshield heat. Fortunately, the snow was not sticking. "Let me know when you see a school on your side and hack my time at five-second intervals from the east side of the school yard." Ten seconds. "There it is. The yard is full of kids. Starting time now!"

Good boy. Smiley faced Holly. From the east side of the school yard, I counted Kearney, then Krameria, Leydon, Locust. Remember the double lane for Monaco Parkway. Then Magnolia, Niagara, Newport. Time the speed at 130 knots. Only eight blocks to the end of the runway. Oneida, Olive, Pontiac, Poplar. From Quebec to Syracuse, the cross streets disappear; figure eight seconds. Keep 26th Avenue under the right side of the nose. "Full flaps." Dead ahead, glowing dimly in the swirling snow, were the three green lights marking the east end of Runway 8. We crossed 20 feet above the center green light and touched down in a crab to the left. I aligned the nose to the runway with the right rudder, dropped the nose wheel, popped the speed brakes, and brought in reverse thrust.

It took us 10 minutes to find the terminal in the swirling whiteout. We saw the dim, flashing red light atop the building indicating the field was closed to all traffic. A mechanic materialized out of the snow carrying two wands. He waved me into the gate. I set the parking brake. "We have ground power," the engineer advised. "Cut the engines." The bagpipe skirl of sound spiraled down to silence. "My hat is off to you, skipper. I don't know how you ever found this airport." "I used to fly for an ornery old chief pilot who made me learn the route," I replied as I hung up my headset and scratched the top of my head where it itched.

Frank Crismon passed away at his home in Denver on 25 Jan 1990.

Editor's note: Professionalism, readiness, and knowledge can never be replaced by all the electronic gadgets in the world. Whether you drive a truck or a C-17, nothing beats knowing your capabilities and those of your machine, and knowing where you are at all times. It's hard to come up with options if you don't know what's going on.

October 2013 Minutes

MINUTES: GENERAL MEETING, EAA CHAPTER 663,10/3/2013, 7:31 PM, TERMINAL BUILDING KLVK.

Chapter president called the meeting to order.

There were no guests to introduce themselves.

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

Treasurer Mark Palajac put the chapter membership at 96 with \$3,453.40 in chapter funds. That is after the \$200 donation to the memorial bench for Ralph Huy and the \$500 deposit to the Livermore Veterans Memorial Building for the annual dinner.

Business: Trina Anderson reported that 16-23 Young Eagles were flown on 9/21 here at the Livermore Airport. Rain brought the rally to a screeching halt. The next rally will be at the Patriots Jet Center at the Byron Airport, an excellent venue for a rally. There are 30 kids registered for this rally. There will be a barbeque (after?) the rally. Trina requested some \$ to help with the food items. The initial request of \$50 was upped to no more than \$100. It was moved, seconded and approved by those present.

Elections 2013: Nominees from last meeting: president John Goldsmith, Vice president Chuck Ray, treasurer Mark Palajac, secretary Bruce Cruikshank, and for directors Dave Stiehr, Dave Anderson Trina Anderson, Ralph Cloud, Dave Dent, and Bob Farnam. More time at the meeting was given enlisting another nominee or two. No luck, so the above were elected by unanimous proclamation.

Ralph mentioned that the Chapter By-Laws require a nominating committee of 3 members nominating at least 2 members for each office. An order of business for the new year will be to alter the By-Laws to reflect current practice.

Jeffry Larson reported that there were three correct answers to the "What Is It" contest in "The Grapevine". Bob Tucknott was the first with the correct answer, a Sonneri II Trigear. Barry Weber and then Dave Flournoy were next. Barry was present and won the prize.

Ralph mentioned the Airport Open House, planes to be in position by 9:30. We are to get our own row on the ramp. Ralph is going to set up a sunshade and there will be cold drinks.

Announcements: The annual dinner will be on January 18th, 2014. The board meets in two weeks at Ralph's place. The next general meeting will be on 11/7/2013.

Member's Forum: Trina Anderson mentioned that the Tracy City Council/Airport Land Use Commission is meeting Tuesday 10/15 at 7 PM at the Tracy City Hall. Trina and Dave have exposed some questionable deals through a Public Information Form Request. A developer wants to build high density houses at the edge of the airport by changing the land use rules by shortening the main runway a few (4?) feet. Trina wants pilots to show up at the meeting to help embarrass the council.

Larry Fish told the tail of flying his 70 mph Air Cam from Livermore to his place up in Montana. There were 3 stops over 2 days. Sounded like fun.

Break and then Program. Ralph introduced local race pilot Stu Eberhardt owner and flyer of the P-51 Merlin's Magic. Stu showed a video of him beating a F-8 Bearcat owned/flown by Howard Pardue. Stu then gave a presentation of the mods commonly done to P-51's to make them go faster. A lot goes into pushing the most horsepower out of the 1650 cubic in Merlin engine. How about 124" manifold pressure using 157 octane avgas? Stu when on to answer many questions tweaking and fly these steeds. Thank you Stu.

Meeting adjourned for pie.

October 2013

MINUTES: BOARD OF DIRECTORS MEETING, 10/17/2013, 7:45 PM, RALPH'S PLACE.

Ralph Cloud, Bob Farnam, Mark Palajac, John Goldsmith, Bruce Cruikshank and Chuck Ray were present.

Mark Palajac report two new members bringing our total to 98 members, and the number is \$3,553.20 in chapter funds after paying the \$500 deposit for the annual dinner site and \$200 toward the Ralph Huy Memorial bench.

There was no report from Trina, but 20+ Young Eagles were flown out of Byron Airport on 10/12.

It was generally felt that there was a good crowd at Livermore Airport Open House. Jeremy Constant won the "prize" for having the most guests sit in his RV-7A "Stella Luna"; at one point there was a line of 20 people!

The Livermore Veterans Hall has been reserved for January 18th, 2014. The caterer is the next question. We will try to get the one used last year. As for a speaker, John Goldsmith suggested we try and get Paul Dye currently editor of Kit Planes Magazine and former lead flight director for NASA's Human Space Flight program.

A discussion follow about fees we've paid in the past to guest speakers. From collective memory they were \$250 for monthly programs and \$500 for the annual dinner. Ralph is going to try and get "nicer" disposable plates and utensils

Ralph was relieved to have the chapter election in the rear view mirror. Next is the need to alter the Chapter By-Laws to reflect what actually happened (past, present and future?). John Goldsmith tried keeping his options open; was he really president elect if the current by-laws weren't followed. We decided he was, as is Chuck Ray vice president, Mark Palajac treasurer and Bruce Cruikshank secretary along with the directors Dave Stiehr, Trina and Dave Anderson, Ralph Cloud, Dave Dent and Bob Farnam.

Dave Dent left word that he is trying to get Tony Ginn an engineer from Edwards that was in charge of solar/electric aircraft programs.

Other issues: Ralph reported on the latest Airport Commission: The new FBO, Five Rivers has a 30-month performance clause in their contract. The current fuel island will be moved and changed to a taxi through type (think auto gas station). There may be a second self-serve on the south side. There will be some more large hangars on the north side. Chef/restaurateur Juan Chaconne has offered to run the proposed new restaurant.

There have been auto break-ins and gas stolen from cars parked across from the airport terminal/admin. Building.

Chuck Ray passed on a text from Trina Anderson that there is good news about fending off the developer's plans to change the housing density rules next to the Tracy Airport. It has been stopped, at least for now.

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 videos found on the internet.

[Rex and Melissa Pemberton on 60 Minutes](#) – Thanks to Dave and Trina Anderson

[Do X 1929 – A Giant Flying Boat](#)

[2012 Raytheon Award Video](#) Thanks to Harry Crosby

[Just when you thought you knew everything about the moon](#) – Thanks to Bruce Cruikshank.

[Wonder why Bell & the Army called it the “Osprey”?](#) – Thanks to Bruce Cruikshank

This is one of the most spectacular video's I have ever seen and I'm sure you will agree. (Jeffry)

Hard to believe this Osprey got 5-6 fish at a time and then got a flounder under 3 feet of water and made off with what looks to be a 5+ lbs. steelhead.

Have you ever seen a bird shake water off like a dog does?!!!

Wouldn't want to get in its way when its eyes are locked onto you and his talons in the "load" position! Its talons are amazing!

There are 3 sequences in this one video:

1st sequence - catches half a dozen fish in one strike.

2nd sequence - plunges talons into deep water to grab the prey.

3rd sequence - captures a big old fish that looks as if it weighs more than he does!

This is incredible to watch!

What is it? From last month Sponsored by:



3 correct entries were submitted, correctly identifying the SONERAI IIL tricycle gear. Bob Tucknott beat everyone to the punch but was unable to make the meeting allowing Barry Weber to take the prize.

Congrats to all that participated and added points towards the year end prize of the custom made 17" model from Factory Direct Models. 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. 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 incorrect 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.



Sheep pastures are good forced landing sites. Sheep eat the grass short and they're soft ("The Farmers Book of Wit and Wisdom may be in disagreement, however.)

What is it?
Sponsored by:





16610 Von Sosten Road
Tracy, CA 95304

jeffrylite@comcast.net or
President@eaa663.org

