



THE GRAPEVINE



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

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Meeting And Program



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

Calendar:

Month	Date	Speaker	Topic
Jan	3 rd	Dave Ganzer	AeroViroment
Feb	7 th	Michael Rodomsky	Cirrus 22 to Australia
Mar	7 th	Mike Hennessy	Watsonville Flyin

Our March program will feature Mike Hennessy of the Watsonville Flyin. He is promoting chapters like ours to come to the big Fly In at Watsonville. PRESS RELEASE Exciting changes in the wind for Watsonville Fly-In & Air Show

WATSONVILLE — In its 49th year, the Watsonville Fly-In & Air Show is getting a complete new makeover, with air plane & automobile enthusiast, TV host Mike Hennessy of San Jose in charge of the effort.

"My goal is to turn this show into an event," Hennessy said. "I want the towns of Watsonville and Santa Cruz to be proud and behind this 100 percent. This will be a marquee event that draws families from miles around to support and boost the local economy." Hennessy said the event, to be held Aug. 30-Sept. 1, we will feature much more than just an air show. The new theme "Planes, Trains and Automobiles," gives just an inkling of what Hennessy has in mind. He will be featuring Experimental Planes & Retro Rod Cars. He's planning all new air show acts, new plane displays, car show, awards, swap meet, arts & crafts, a drive-in movie, a concert with "The Back Yard Blues band", zip line rides, drag races, cooking demonstrations, Roller Derby, "Idle" contest and much more.

"There is going to be something for everybody and something will be happening all the time," Hennessy said. Hennessy owns Mike Hennessy Automotive in San Jose, which specializes in repairing/restoring classic autos. He is also on public access TV in Santa Cruz and the whole bay area with "Car Guy Channel," which has won both a WAVE award and two CreaTV's CreaTiVe awards for the best Bay Area Community Access TV Series by a Non-Professional. He is also the driving force behind Hot San Jose Nights, which featured events like roller derby as well as cars.

Hennessy said the Watsonville Fly-In and Air Show should be one of the biggest events in the area. It has a great location and a long history, but needs to have more activities to draw more of an audience. So, Hennessy is planning a showing of "Planes, Trains & Automobiles" on a huge outdoor screen — drive-in theater style — on the opening night of the air show; a Richie Valens tribute concert on the second night; special racing events where planes run against sports cars and much more. Hennessy said there will also be more of an emphasis on experimental aircraft and retro hot rods.

"There needs to be something going on all the time. And if the clouds are low and planes can't fly at the moment, then we go look at cars, grandma goes to the cooking demonstration; dad checks out the swap meet and kids go jump in the bounce house," Hennessy said. "This will be an event that everybody will want to come to."

For more information, go online at www.watsonvilleairshow.org.

FOR PRESS USE: For more information, contact Mike Hennessy at (408) 768-7647

Mailbag:

A Pilot Story – Submitted by Allan Hughes (hopefully not a true story for Allan).

A Pilot Gets Home Late...

He left home about 8:30 a.m. to do some work in his hangar at the airport with his friends. On the way out the door he answered his wife's "what time will you be home?" question with "probably about 1:30, I'll have lunch at the airport."

1:30 came and went, 3:00 passed, 6:15, still not home, finally at about 7:00 pm he rolls in the driveway, and presents his wife with a pizza, and begins the apologetic story:

"I finished cleaning the plane about 11:30, had lunch, and I started home, when alongside the road I saw this attractive girl with a flat tire on her car. I stopped to help, got the tire changed, and looked around for a place to wash my hands. She offered money, but I refused, so she suggested that I at least allow her to buy me a beer. She said there's a tavern just up the road, and they have a restroom, you can clean up a bit. I agreed to stop, we had a beer, then another beer, then a couple more, and I realized that this girl was not only pretty, she was very friendly, and a good companion to spend time with. Before I knew it, we were having a rendezvous in the motel next door.

And that is why I am so late getting home."

His wife looked him right in the eye and said "Don't lie to me; you went flying, didn't you?"

“What is it?” contest. Remember you get 1 point each for an incorrect guess each month (2 guesses max), 3 points if you get the correct answer and DON’T show up for the meeting, 5 points if you do and 10 points for the 1st correct that shows up for the meeting. If you had submitted two incorrect guess’s each month, you would have finished with 24 points. The board has approved purchasing the winning prize this year, a custom built made to order model of your airplane from Factory Direct Models (<http://www.factorydirectmodels.com>), painted to match the one in your hanger, or for you still building, one that WILL match the one in your hanger once it’s done.



Order Your Premium Custom Model (with painted windows)

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- Customized to Your Paint Scheme, Numbers and All Other Markings
- 17" Maximum Wingspan or Length (whichever is greater)
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- Military or Civilian - We can Build it!
- See Additional Details Below -

Once you place your order you will receive your custom model order form to provide us with all the necessary information to Build YOUR Model

Sometimes, Man Shouldn't Fly – Paul Bertorelli

Reprinted with permission from the AVWeb author Paul Bertorelli.

One of the hardest things to learn in aviation is that sometimes, it's just better not to fly and for the most banal of reasons. This is why I'm skeptical that the GA accident rate will ever improve much, if at all. Most of us have had accident-free flying careers through a combination of skill, good judgment and just plain luck. And that judgment thing deserts every one of us occasionally, as it did me last weekend.

The Cub was just out of annual and needed a post-maintenance flight to check a couple of things—the left brake and the trim system. I hate post-annual test flights. On the spectrum of human behavior ranging from eager guinea pigs to control freaks, I'm definitely the latter. I don't like surprises in airplanes and I've had a couple after annuals. Happily, none involved bent metal, fire or enforcement. (One involved vomit, but that's another story and wasn't my fault anyway. At least not exclusively.)

Everyone has days when they can't seem to get the \$#%# into one sock (or even find the sock) and that was me Saturday morning. First, I got to the end of the driveway and realized I'd forgotten my hangar key. Parked the bike, walked back, got it. Then I got to the end of the road and realized I'd forgotten my street shoes; you can't fly a Cub in motorcycle boots. Back to the house for those. This happens to me a lot. I guess I need a checklist for leaving home. Or maybe there's an app for that. When I got to the airport, the headset battery was dead and my favorite chocks were missing. It sounds trivial, but not for me.

That's because I'm an obsessive, ritualistic pre-flighter. I have a little routine I go through to get my game face screwed on and it requires everything being where it's supposed to be. This is doubly important for a post-annual pre-flight. I found a pair of chocks, but not my chocks. Next, the fuel sampler was missing from the seat pocket where it always lives, probably because we refurbished the upholstery and it got misplaced. I never, ever fly without sumping fuel. Best I could do was drain it into the floor pan, which I did. During the walk around, I bashed my noggin on both aileron bellcranks. I never do that. The upper door stay, maybe, but not the wings.

Despite all this non-stop bumbling, I managed to get the airplane out of the hangar without shearing off the wing bows on the doors, secured with the alien chocks and ready for propping. When cold, our Cub always starts on the first blade. Always. Not this time. Ten blades later, I told myself I'm getting the message here, if it doesn't start on the next try, I'm bagging it. It started on the eleventh blade.

After displaying as much grace as a man of a certain age with a big butt can muster, I inserted myself into the backseat, strapped in and reached for the headset on the front seat. That would be the headset that wasn't there. It was on the bench in the hangar, just where I'd left it when I changed the battery. More chocks, more really unbecoming, immature language and eventually, I got myself taxiing out to the runway, listening to the AWOS. Ten to 12 knots, gusts to 15. No biggie. It's down the runway. Except it wasn't. It was a 30-degree crosswind. The forecast called for gusts to 25, but not until mid-afternoon and it was only 8:30 a.m. What's a 30-degree component? Don't be a sissy.

After the run-up, during which the left brake sort of worked and the trim felt odd, which is to say normal in a Cub, I took off. Ten feet off the runway, I encountered a couple of those sharp-edged, winter gusts that knock crap around the airplane—in this case, the portable radio. I recovered the radio from the floor, pointed the airplane into the downwind at 400 feet and realized I was going, oh, 200 knots. Looks like the forecast was a tad out of sync. It was nasty bumpy, too.

Then I made the first good decision of the day. I put it back on the runway, achieving against all conceivable odds, a perfect squeaker of a wheelie. I crawled back to the hangar and put the thing away, but not before a gust caught it and spun it 90 degrees in the hangar alley while I watched, hoping it wouldn't hit anything.

Days like this leave you with a sour, hollow feeling of having, despite conspicuous effort borne of years of experience, achieved absolutely bupkis. Even the nice wheelie didn't offset that because I realized I didn't have myself a potential accident chain, I'd knitted a damn mail vest.

But we all do these things from time to time, do we not? You have to for if you don't, you aren't human and you certainly aren't a pilot. Later that evening, sipping a beer in front of the imaginary fireplace in our Florida house and reviewing the day's events, I was suddenly awash in a feeling of smug satisfaction. First of all, I'd gotten away with it and second, if they ever find me at the bottom of smoking crater, I will be unique in the annals of aviation history. Accident cause: Pilot couldn't find favorite chocks.

Special Thanks to Paul for allowing us to include this in our chapter newsletter. Original story at this link: http://www.avweb.com/blogs/insider/AVwebInsider_ManShouldntFly_208205-1.html

Caption Contest: Win a Top Gun Blu-ray DVD

Feel the need for speed? Best caption wins a Top Gun Blu-ray DVD. EAA Chapter 663 is having a caption contest, to culminate at our March meeting. The picture is from the movie Top Gun and is a Flying magazine contest. We will be having our own contest to pick the best submission from the chapter membership to submit to Flying Magazine. Submit your entry to: president@eaa663.org.

The best entry will be selected at the meeting by the membership. So, what is your best caption for the picture below? Submit your caption to president@eaa663.org to be entered to win. Don't send them to the newsletter editor; send them to the above address. Entries will be judged at the chapter meeting on March 7th.



February 2013 Minutes

MINUTES: GENERAL MEETING, EAA CHAPTER 663, 2/7/13, 7:30 PM, TERMINAL BUILDING KLVK.

Chapter president Ralph Cloud called the meeting to order.

Guests Byron Roberts, David Sujensy(sp), Greg Hacket, Mike Radomsky, Vikas Kapur and Olga introduced themselves.

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

Treasurer Mark Palajac reported that 61 members have renewed their chapter memberships. The chapter fund stands at \$3411.34 awaiting the return of our \$500 deposit from the Veterans Hall.

Business: The annual dinner went off without a hitch (more than can be said for the Super Bowl). Everyone enjoyed Ray McCrea's presentation of his travels in Madagascar. (We owe a debt to Ralph for his effort getting it all together.)

Young Eagles: Trina Anderson will have a schedule for this year's rallies soon. She showed us copies of the Eagle Flight program. One of the points is, after said flights, to invite the participants to future chapter meetings.

Jeffry Larson identified the What Is It as a Taylorcraft 15A. Bob Tucknott was first to correctly answer followed by Steve Robinson, but since neither was present the award went to David Flournoy.

Ralph made an appeal for those who haven't to pay their dues, \$30 per year.

Announcements: The next board meeting will be 2/21 at Ralph's place. Next general meeting will be 3/7.

The Golden West Flyin will have their Launch Luncheon 2/23, 11:30 to 1:00 pm at the Clinton Hangar, Marysville Airport.

Tim Huckabay from the Hayward Air Rally is sending someone to the EAA Aviation Academy but has yet to select that person. Check here <http://www.hwdairrally.org/index.shtml>

Members forum: Dave Dents safety tip: Do not use Continental Gasket Maker or any other goop on cylinder base O-rings. When changing cylinders, get knowledgeable help if you have not done this before. There are several critical items to be observed.

Break and then Program: Dave Dent introduced long distance flyer Mike Radomsky who gave us a fascinating presentation on flying a Cirrus 22T from Yolo County Airport to Australia. Suggestions: Get underwater exit training. Use metal ferry tanks. Make sure the Storm Scope works. Cancel vacation plans for Tarawa. Dave arranged for another excellent program.

Meeting adjourned for pie.

February 2013

MINUTES: BOARD OF DIRECTORS MEETING, 2/21/13, ~7:40 PM, RALPH'S PLACE.

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

Treasurer Mark reported that paid membership stands at 71 and the total in funds stand at \$3,686.34 plus \$500 pending on the dinner hall deposit refund.

Business: YE coordinator Trina reported the chapter earned 37 Young Eagle credits worth about \$85 for last year's activities. It was decided to pass the credits on the Hayward Air Rally ([hwdairrally.org](http://www.hwdairrally.org)) which is planning on sending a person to the EAA Academy.

Proposed dates for this summer's barbeques are Sat. 5/11, Sat. 6/8, Thursday 7/4, Sat. 8/17 and Sat. 9/7.

David Stiehr sent in a suggestion that we have a caption contest on a scene from the movie Tom Gun that has recently been released on Blue Ray and Blue Ray 3D. It was decided to send the suggestion on to newsletter editor Jeffry Larson.

Dave Dent has arranged for Mike Hennessy head of the Watsonville Flying to make a presentation at the March meeting. Mike is promoting the fly in to be held Labor Day weekend. They want a bunch of homebuilts. Among other things he will cover arrival procedures.

Announcements: There will be a spot landing contest at Oakdale Airport on 3/16.

The 7th Annual CAFE Electric Aircraft Symposium will be held at the Santa Rose Airport 4/26 and 27. Preregistration is \$499. (Lots of interesting stuff at <http://www.cafefoundation.org>).

Next meeting will be 3/7 and the board meets 3/21.

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.

[How did they gas up all those WWII rigs?](#) – Thanks to Harry Crosby

[A list of potential CA Tower closures](#) - Thanks to Doug Smith

[EAA 663 out for a little breakfast flyin....NOT!](#)

[Long way home for the Pacific Clipper](#) – Thanks to Harry Crosby

What is it? From last month Sponsored by:



Bob Tucknott was the first correct answer and Steve Robinson was also correct, but alas, David Flournoy garnered the prize for attending the meeting and having the correct response and was awarded the prize provided by Aircraft Spruce. Winning answer – Taylorcraft 15-A.

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.



“Pilot error” is bureaucracy’s way of getting everybody else off the hook.

What is it?
Sponsored by:





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