



THE GRAPEVINE



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

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Meeting And Program

NOTICE: Our October meeting will take place at 7:30 P.M. on the 2nd of October. The meeting will be at the FBO/Main Terminal Building on the grounds at KLVK.

Calendar:

Month	Date	Speaker	Topic
August	7th	Beth Stanton	President local International Aerobatic Club
September	4th	Barry Weber	AirVenture 2014 Pictures
October	2nd	San Jose/Oakland FSDO	ADS-B

For Our October program: The program this month will be a discussion of the latest info on ADS-B and will be presented by agents from the FAA San Jose and Oakland FSDO offices. See you there.

Mailbag: US Army Piper Cubs on the Navy's smallest aircraft carriers – thanks to Ralph Cloud.

The saga of the seasick US Army Piper Cubs on the Navy's smallest aircraft carriers



During World War 2, like most red-blooded Americans, the Piper J-3 Cub was called to serve in the military. Classified as the L-4 by the Army but most commonly called "Grasshoppers," more than 4900 were used to help spot and correct the fall of artillery shells over enemy lines and otherwise help coordinate troops.

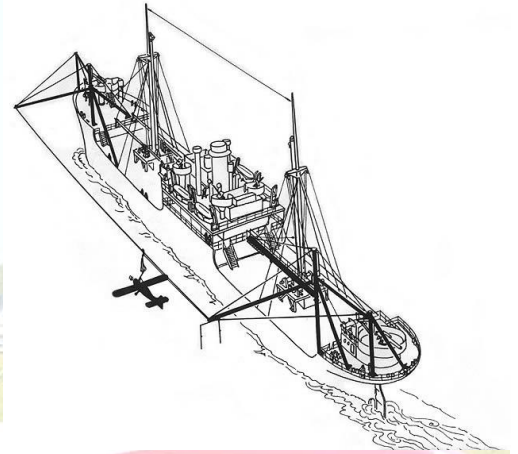
Well, it turned out that the Army needed these planes in some pretty inaccessible places, and that's where the Navy came in. The problem during the first part of World War 2, the Allies were on the defense, falling back and able to use their local airfields to house and feed their planes of all types. Then in 1943, the tide soon turned as the Allied forces in the Pacific,

starting at Guadalcanal, as well as in the European theater, with the invasion of Sicily, started taking the war to the Germans, Japanese, and Italians.

It was in these invasions, however, that the Army soon realized that their fleet of small, fixed wing L-4 Pipers and L-5 Stinsons were out of service until airfields could be captured or built in these new areas. This put the generals on the ground blind and reliant on long-range reconnaissance aircraft and Navy planes to provide their eyes.

However, there soon became a fix for this in place. The solution In late 1943, an Army Transportation Corps Captain by the name of James H Brodie was busy with a solution. Stationed in New Orleans and detailed to work supervising the loading of cargo ships with war materials, he sketched out a design for a boom and line system with a release that could hold a small aircraft fitted with a corresponding hook along the top of the wing roots.

With the boom, a small plane (Cub!) could be lifted into the air, then the engine worked up, and, when rpms were high enough to be reasonably sure of lift, released to fly away. To land, the system worked in reverse, capturing a passing hook-equipped Grasshopper by wire and allowing it to spin down.



Of course, we all know that the Cub is a tail-dragger and to make that three point landing pilots pull the stick into their belly. However, doing this on the hook just north of that 38-ish knot stall speed took some getting used too. And if the stick was pressed forward at the stall, but not on the hook, then the pilot is going to eat dirt. So don't try this at home, kids!

The Brodie System was invented during World War II. A pilot could take off or land with the aircraft hooked to a trolley that ran along a cable. On landing, the trolley provided braking for a smooth stop. The cable and trolley could be rigged on very short jungle fields, or even on ships. This picture shows how a light aircraft could take off or land on a ship using the cable. Image Credit: National Air and Space Museum, Smithsonian Institution NASM-9A001183

In the picture above, a Piper L-4, engine running, is ready for take-off while suspended from its cable. Image Credit: National Air and Space Museum, Smithsonian Institution Image Number: SI83-16835

This meant that by using Brodie's system, a Cub or even a larger Stinson could be launched and recovered in a very small area, without a landing strip, allowing it to operate from a clearing, a small field, or even the deck of a medium-sized ship.

Use:

The Navy had by early 1944, several hundred ships they classified as "Landing Ship, Tank." These purpose-built vessels were built to carry several hundred tons of cargo, as well as vehicles and up to 160 or so soldiers or marines into combat, landing them on the beach where giant doors would open up and spit them out on to the sand.

The Navy built so many of these ships, so fast, that they didn't even bother to name them although they were some 328-feet long and crewed by a 7 officers and 104 sailors. As such, they just had numbers, such as USS LST-16, etc.

Big blue had enough of these LSTs around that they agreed to allow the Army to use a few of them in 1944 as tiny aircraft carriers. While L4s and L5s had flown off big deck Navy carriers earlier in the war, the Navy really didn't like Army planes on their flattops, so the arrangement worked out nicely.

The idea would be that 6-10 small Cubs or Stinsons would be loaded on an LST, modified with a 220' x 16' flight deck. From the top of this tiny ersatz carrier, they would take to the sky over an invasion beach, scout out enemy locations, and call artillery strikes in on said bad guys. Once the GIs moved inland and acquired access to more real estate, especially airfields, the grasshoppers could leave their LST behind and relocate to drier accommodations.

One ship, LST-906 was ready for the invasion of southern France in September 1944, Operation Dragoon.

"Here is the photo of LST-906 with Capt. Alfred "Dutch" Schultz as pilot of 'Janey' the L4B Piper Cub artillery spotting plane. This information comes from Dutch Schultz's book "Janey: A Little Plane in a Big War". Dutch was the Pilot of the plane that my Dad flew in and took pictures for the 3rd Division. I met him last year and he remembered my Dad from more than 55 years ago. The Seabees converted the LST-906 into a homemade aircraft carrier, which was used in the Invasion of Southern France at St. Tropez." Image credit: Rich Heller, Webmaster The Society of the 3rd Infantry Division, U.S. Army



USS LST-906, with US Army Air Force L-4 Grasshopper on her flight deck being prepared for take-off. Note additional L-4 type aircraft stowed alongside the deck. How would you like to take off on that flight deck? Talk about get it right the first time. Image credit: US Army Signal Corps photo.

*USS LST-16
4 Grasshopper*



underway in the Mediterranean area. Note the USAAF L-4 on the 220ft x 16ft flight deck ready for take-off. US Navy

Although some 25 "L-Bird carriers" were to be created from the teaming of Navy LST's and Army L-4s and L-5s, just eight ships received the conversion. This included USS LST-16, USS LST-337, USS LST-386, USS LST-525, LST-776, and USS LST-906. Not all of these did so and not all of these used the Brodie system.

On some ships, the Grasshoppers would take off once and land ashore at a location that had been captured and designated. While this was not ideal, it did get the small planes ashore and ready to operate rather than land them in boxes and reassemble them on the ground.

One early ship, USS LST-386, had only a small 210x10 deck with a 1-foot stepboard around it and no Brodie system, and was the first of the "L-Bird carriers" to see operational service.

They proved themselves off Italy, France, the Philippines and later, Okinawa and Iwo Jima.

Moreover, we thank them for their sea-going service as the Army's unsung fleet of carrier-based airplanes.

MINUTES: GENERAL MEETING, EAA CHAPTER 663, 9/4/2014, 7:30 PM, TERMINAL BUILDING KLVK.

Chapter president John Goldsmith called the meeting to order.

There were no guests.

The minutes of the August meetings were approved as printed in "The Grapevine".

Treasurer Mark reported that we have 93 members and a total of \$3,835.58 not including the \$500 deposit for the annual dinner venue. His report was approved.

Chuck Ray passed on for Trina Anderson (not present) that she needs 4 pilot volunteers for the Sept. 27th Young Eagle Rally at the Turlock Airport. This is going to be a very large rally with several chapters participating. Think about 150 kids.

Business: Tools: Bob Farnam reported that the chapter's compression tester is currently out of order unless you looking for the false security of perfect 80/80 readings. It seems to be plugged up.

Webmaster Brad Olsen is featuring Dave Head's beautiful RV-10 on the cover of our website.

Dave Flournoy identified the "What is it" as an Excaliber SF15, which was confirmed by Jeffrey Larson a little later. There were 5 correct answers, the first being Dana Schumaker. Jeffrey also asked what would be the preferred time for releasing the online missive. Barry Weber suggested posting a heads-up as to the exact time the newsletter comes out, so he can win the "What is it" contest even more often.

Announcements: Saturday 9/13 is the date for the last barbecue of the year! Please come. A discussion followed about alerting wives to such events by email, which would require wives' email addresses. Treasurer Mark offered to collect such addresses and add them to the roster enabling such alerts. This is VOLUNTARY. The coals will be ready at 5:00 pm.

The next board meeting will be 9/18 7:30 at John's place, followed by the next general meeting 10/2.

Member's Forum: Dave Dent's maintenance tip: Not so fast with those Lithium-Ion batteries, such batteries are becoming available to serve as lightweight replacements for older lead-acid based batteries. Unless properly monitored, the charging of these batteries can result in problems (fire?). They are acceptable as back up batteries for EFIS systems as long they are not wired for in-flight charging.

John notified those present the comment period for the FAA's Hangar Use Policy Proposal, as been extended 30 days. Please offer your opinion to the FAA. (As this is written according the comment site <http://www.regulations.gov>, there have only been 2074 comments; I've seen some familiar names: Crosby, Cowan, Bennet, Franklin in the view comments pages. I'm sure there are more and more still are needed. {I've done it.})

John mentioned that chapter member Dave Watson is giving away a welded up Pitts S-1 fuselage and empennage that lacks any documentation, any takers?

Break and then Programs: Barry Weber did it again with his great annual picture fest of the 2014 OSHKOSH Fly In. Thank you Barry.

Meeting adjourned.

MINUTES BOARD OF DIRECTORS MEETING, 9/18/2014, 7:33 PM, JOHN'S PLACE.

John Goldsmith, Ralph cloud, Dave and Trina Anderson, Chuck Ray, Bob Farnam, Bruce Cruikshank, and a bit later Mark Palajac were present.

Treasurer Mark reported no change in the 93 member count and \$3,835.58 in chapter funds.

Trina discussed the big Young Eagles rally coming up on 9/27 at the Turlock Airport, sponsored by the City of Turlock. Some 50+ kids are expected. She is asking for 4 volunteer pilots from this chapter, a few other chapters from the Central Valley will be involved. There may be a rally on 10/11 at Byron Airport; it would be in the afternoon because the Patriots Jet Team will be departing sometime in the morning to participate in Fleet Week over the bay.

Newsletter: There was a discussion about when the newsletter should be sent out. Too early, people forget about the meeting date. Too late is not good either. Thinking was that sometime between the Friday and Tuesday before the meeting was optimum.

Program: Chuck Ray is having representatives from both the San Jose and Oakland FSDO's give us the low down ADS-B. Should be interesting.

Barry Weber found a customer for the trailer! Mark Palajac produced the title. John signed the papers.

John mentioned the annual dinner and asked for suggestions for speakers. Chuck has been trying to contact Sean D. Tucker; Wayne Handley was also mentioned as a possibility.

John is still waiting for someone to come forward to buy the oxygen bottle refill system in his hangar. Several persons have expressed interest but nothing beyond that.

The next meeting will be Oct. 2nd, followed by the board meeting on Wednesday Oct. 15th.

Meeting adjourned.

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.

[In Big Sky, It Takes 2 guys to Change the Light Bulbs-and No Fear](#) – Thanks to Robert Cowan

[Money burning a hole in your pocket? Here is the solution.](#)

[Afraid of the operation?](#) – You've got nothing on these boys.

[CA Vehicle Code 239472 - DWIC](#) – Be careful, you may be next.

[Baby Crib ad on Craigslist](#) – Respondent must be an engineer.

What is it? From last month Sponsored by:



Dan Shumaker was the 1st to respond with the correct answer – Excaliber SF15. There were multiple correct answers.

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.



If you eliminated the acronyms from the FAR's, they'd be half as long as they are now.

What is it?

Sponsored by: Aircraft Spruce





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