



THE GRAPEVINE



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

Vol. XXXIII,



No. 3, March 2014



Officers



- President** John Goldsmith 925-447-7362
- Vice President** Chuck Ray 925-447-8055
- Trea\$Urer** Mark Palajac 510-557-4020
- Secretary** Bruce Cruikshank 510-886-6897
- Program Coordinator** Chuck Ray 925-899-5660
- 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
- Dave Stiehr 925-351-4438
- Dave Anderson 209-609-2162
- Trina Anderson 209-832-1162
- Ralph Cloud 925-449-1048
- Dave Dent 925-447-8055

Meeting And Program

NOTICE: Our March meeting will take place at 7:30 P.M. on the 6th of March. The meeting will be at the FBO/Main Terminal Building on the grounds at KLVK.

Calendar:

Month	Date	Speaker	Topic
January	2nd	Rich Perkins	Attitude Aviation
February	6 th	Thomas Daniel	Flying to Mexico
March	6th	Pete Eltgroth	Aerobatics

For Our March program: Aerobatics – for those who want to be more than aircraft drivers.

Aerobatics is at heart the practice of maneuvering an aircraft through the full extent of its flight capabilities. It also accustoms the pilot to attitudes and forces that are not needed for normal transportation. Done properly, it necessitates enhanced attention to flight control and a disciplined approach to risk management. Payoffs can be better mastery of flight and enjoyment, as well as increased safety in unusual circumstances.

The focus will be on just a few aspects of aerobatics. First will be maneuvers in pitch, such as loops or vertical segments of flight. Second will be maneuvers in roll in its various manifestations, such as aileron rolls, slow rolls, barrel rolls, and snap rolls. Third will be spins. I will close with some observations about aerobatics in aircraft rated for "mild" aerobatics and limited to non-negative g-loads.

Pete Eltgroth retired from LLNL in 2006 after a career in physics and computer science. He learned to fly in 1965 in the Boston area and became a flight instructor in 1967 in the Houston area. His first loop was over the California delta area in an old Bonanza. Initial aerobatics instruction was with Bob Short in Citabrias at the Oakland airport. He has over 12,000 hours of flight and a lot of tailwheel instructional time. He owns a Piper Aztec and an Extra 300/200.

**Mailbag:
One Shiny car.**



In 1935, officials at Allegheny Ludlum Steel Division and the Ford Motor Company collaborated on an experiment that would become a legacy and a tribute to one of the most dynamic metals ever developed. Allegheny Ludlum, a pioneer producer of stainless steel, proposed the idea of creating a stainless steel car to Ford. The idea took shape in the form of a 1936 Deluxe Sedan. That car became the centerpiece of a campaign to expose the public to the new metal and its many uses.

This is the 1936 Ford Tudor Sedan built for and owned by Allegheny Ludlum Steel. This is 1 of only 4 in existence and is the only one currently in running & in road worthy condition.



This is the 1936 Ford Tudor Sedan built for and owned by Allegheny Ludlum Steel. This is 1 of only 4 in existence and is the only one currently in running & in road worthy condition. The jaw-dropping beauty offered here is one of that tiny production run, recently restored by Lon Kruger, one of the world's best restorers. The car utilizes the standard 221/85 HP flathead mated to a 3-speed manual and working Columbia overdrive, and has been driven just 18 miles since its restoration.



The only privately owned example, it won 2 trophies at the Early V8 Club

Auburn 2009 event, First Place at the 2009 Hershey AACA event and was nominated for the 2009 AACA Car of the Year.



The car is in exceptional condition, with the interior and even the frame looking great. All 4 cars each had over 200,000 miles on them before they removed them from service.

These cars were built for Allegheny as promotional and marketing projects. The top salesmen each year were given the honor of being able to drive them for one year.

The v-8 engine (max 85 hp) ran like a sewing machine and was surprisingly smooth and quiet.



I thought this was a much better looking automobile than the Ford Thunderbird that visited us last year. FYI, the car was insured (we were told) for the trip to Louisville via covered trailer for 1.5 million dollars.



We were also told that the dies were ruined by stamping the stainless car parts, making these the last of these cars ever produced.

February 2014 Minutes

MINUTES: GENERAL MEETING EAA CHAPTER 663, 2/6/14, 7:30 PM, TERMINAL BUILDING KLVK.

Chapter president John Goldsmith called to order the Winter Olympic Edition of our chapter meeting.

Two guests introduced themselves, Chris Arson owner and flyer of one of the Great Lakes based here and our speaker Thomas Daniel.

The minutes of the January meetings were approved as printed in “The Grapevine” with the exception this evening’s speaker which should have been Thomas Daniel.

Mark our treasurer reported 63 members have renewed his or her dues, and the chapter fund stands at \$3,495.26. He also reported that we came out \$748 in the hole on the annual dinner. Some of the reasons were four no shows (\$100) and fewer total number of guest signing up than last year. It was mentioned that we should hold to a defined cutoff date, and have no more promises of paying at the door on the evening of the event. The audio and visual equipment fees were also higher, but for the first time in years no complaints about not being able to hear. There followed a discussion about catering prices and quality of food desired. John tabled the issue until the next board meeting.

Young Eagles: Trina Anderson is still working on the schedule. Expect only one rally at Livermore maybe on a Sunday. The others will be at Tracy or Byron to avoid dreaded control tower delays.

Chapter website: Check your information on the website and if changes are needed email Brad Olsen.

The Grapevine: There were two complaints of not receiving the newsletter. Ralph Cloud won the “What Is It” contest. The model number represented something that would pass as an excellent password representing some model of a Thrush crop-duster.

Announcements: John mentioned that dues are due (\$30), and Mark is present. John suggested that all wear his or her nametag. If you do not have one; see Trina. If your data on the website is not correct contact Brad the webmaster at: webed@eaa663.org. The NSA will appreciate it.

The next board meeting will be at John’s place on the 20th, 7:30. The next meeting is 3/6.

Member's forum: Dave Dent is looking for an aircraft tire between the 600-6(15) and the standard 600-6. No one could help.

There was a discussion of the Vans Aircraft service bulletins concerning the front horizontal stabilizer spars and hinging on RV 6, 7, and 8's.

Trina and Dave Anderson mentioned that the City of Tracy is again taking over the fuel concession at Tracy Airport with the hope of lowered fuel prices there.

Break and then Program: Chuck Ray introduced Thomas Daniel, pilot, flight instructor, Cirrus flight instructor and light plane traveler. Thomas gave us a detailed description of a recent vacation flight to Acapulco Mexico. He explained in detail the hoops to jump through crossing the border each way and what to expect when south of the border. It helps to have a lady friend who is fluent in Spanish. (duh). (I think I'll settle for a trip to New Mexico.) Oh yes he stayed at the Hotel Encanto; for some pictures check it out here: <http://encantoacapulco.mx/es>

He mentioned that he was leading a group of 28 airplanes to Mexico later this month. As this is written he's down there. His contact is cfi@thomas-daniel.com

Meeting adjourned.

February 2014

MINUTES: BOARD OF DIRECTORS MEETING, 2/20/2014, 7:37 PM, JOHN'S PLACE.

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

Mark's treasurer's report: The chapter has 67 members and \$4,140.26 in chapter funds. The finances of the annual dinner were discussed. The three no shows was reduced to one. Two became "dates" of other member's missing guests. The chapter took a hit, but it was decided it was worth it to maintain flexibility. The sound system cost \$300 to rent; consideration was given to purchasing a system, but with the many variables involved (what system, cost, storage, etc.) it was decided it was best to continue renting. If we use the same caterer, order more chicken and less pork. The dinner cost the chapter \$714. We've subsidized the dinner in the past and probably will in the future.

Business: Dave Anderson reported that the schedule for Young Eagle Rallies is still being determined. There will be an effort to match dates of the Tracy rallies with the local AIC chapter so the participants have something to watch while waiting to go flying. Two or more rallies would also be desirable at the Patriots Jet Center, Byron Airport.

Tools: Bob Farnam mentioned that he would like those with access to the chapter tools call or text Bob; so when called he can say is they are available.

There was a bit more talk about the annual dinner. The quality of food was considered; should we pay more for classier cuisine? John also suggested we start thinking about possible speakers. Other venues were also discussed.

The program for the March meeting will be aerobatic pilot Pete Eltgroth. Chuck Ray is planning on having Marc Zeitlin come in April and talk about propeller loss and retention. (Bellville washers anyone?)

Announcements: From the mailbag, Golden West Fly In is coming June 6-8. The next planning meeting is on 3/8/2014, noon in the Clinton Hangar, KMYV.

The next general meeting will be 3/6, with the board meeting on 3/20

Comment time: There was a discussion about the new building going on at the airport and other issues.

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.

[Parking your Lamborghini in Singapore.](#)

[African Flight test](#) – Thanks to Allan Hughes.

[Entertainment the way it used to be, and to some, still is!](#) – Thanks to Bruce Cruikshank.

[Boeing 767 Short field takeoff.](#)

[Old Pilots – Dean and Foster](#) – A little fuzzy but worth the effort to watch. Thanks to Harry Crosby

What is it? From last month Sponsored by:



Ralph Cloud was the 1st to respond with the correct answer - Thrush 525 gal. S2R TPE331-5. Several others got it right as well.

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.



When visiting a control tower, don't mention your tail number. They may already be familiar with it.

What is it?
Sponsored by:





16610 Von Sosten Road
Tracy, CA 95304

jeffrylite@comcast.net or
President@eaa663.org

