



THE GRAPEVINE



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

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Meeting And Program

NOTICE: Our April meeting will take place at 7:30 P.M. on the 3rd of April. The meeting will be at the FBO/Main Terminal Building on the grounds at KLVK.

Calendar:

Month	Date	Speaker	Topic
February	6 th	Thomas Daniel	Flying to Mexico
March	6th	Pete Eltgroth	Aerobatics
April	3rd	Marc Zeitlin	Emergency Landing in a Cozy

For Our April program: Our speaker is Marc Zeitlin, a Cozy MKIV builder with extensive aerospace engineering experience. After Getting his BSc and MSc in Aeronautical Engineering at M.I.T., he worked for HP and Philips Medical Systems Group in Massachusetts. In his free time, Mark built a cozy MKIV and started a consulting company, Burnside Aerospace.

After leaving Philips in 1995, he reactivated Burnside Aerospace and worked on projects for Smithsonian Astrophysics Observatory, Noxilizer and others. In August, 2005, Marc moved to sunny California to work at Scaled Composites where he worked on a variety of engineering projects under Burt Rutan.

He spent 3 years as project engineer on the rocket motor development program before leaving to work for ICON Aircraft in Tehachapi where he took a position as a Lead Systems Engineer managing the group that designs the landing gear, wing fold system, and other systems as well as performing some of the design tasks.

Marc resigned from ICON in 2013 and resumed work as Burnside Aerospace. He is currently pursuing various canard aircraft hands-on work as well as performing mechanical engineering consulting for various clients.

Marc's program is a two part; "Prop Loss- Desert Center": Emergency Landing in a Cozy after prop loss and "Belleville Washer Testing – Propeller Retention".

Mailbag: The Battle of Palmdale – Thanks to Harry Crosby.

This aviation story dates back to 1956 and involves some USAF aviators flying F-89D's.

Northrop F-89D Scorpion



On the morning of 16 August 1956, Navy personnel at Point Mugu prepared an F6F-5K for its final mission. The aircraft had been painted overall high-visibility red. Red and yellow camera pods were mounted on the wingtips. Radio remote control systems were checked, and the Hellcat took off at 11:34 a.m., climbing out over the Pacific Ocean. As ground controllers attempted to maneuver the drone toward the target area, it became apparent that it was not responding to radio commands. They had a runaway. Ahead of

the unguided drone lay thousands of square miles of ocean into which it could crash. Instead, the old Hellcat made a graceful climbing turn to the southeast, toward the city of Los Angeles. With the threat of a runaway aircraft approaching a major metropolitan area, the Navy called for help.

Five miles north of NAS Point Mugu, two F-89D Scorpion twin-jet interceptors of the 437th Fighter Interceptor Squadron, were scrambled from Oxnard Air Force Base. The crews were ordered to shoot down the rogue drone before it could cause any harm. Armed with wingtip-mounted rocket pods and no cannon, the Scorpion was typical of the Cold War approach to countering the "Red Menace." Each pod contained 52 Mighty Mouse 2.75-inch rockets. Salvo-launched, the Mighty Mouse did not have to have precision guidance. Large numbers of rockets would be fired into approaching Soviet bomber formations to overwhelm them with sheer numbers. Today, they would be used against a different kind of red menace.



At Oxnard AFB, 1Lt. Hans Einstein and his radar observer, 1Lt. C. D. Murray, leapt into their sleek F-89D. Simultaneously, 1Lt. Richard Hurliman and 1Lt. Walter Hale climbed into a second aircraft. The interceptors roared south after their target. The hunt was on.

Einstein and Hurliman caught up with the Hellcat at 30,000 feet, northeast of Los Angeles. It turned southwest, crossing over the city, then headed

northwest. As the Hellcat circled lazily over Santa Paula, the interceptor crews waited impatiently. As soon as it passed over an unpopulated area, they would fire their rockets.

The interceptor crews discussed their options. There were two methods of attack using the fire control system, from a wings level attitude or while in a turn. Since the drone was almost continuously turning, they selected the second mode of attack. In repeated attempts, the rockets failed to fire during these maneuvers. This was later traced to a design fault. The drone turned northeast, passing Fillmore and Frazier Park. It appeared to be heading toward the sparsely populated western end of the Antelope Valley. Suddenly, it turned southeast toward Los Angeles again. Time seemed to be running out. Einstein and Hurliman decided to abandon the automatic modes, and fire manually. Although the aircraft had been delivered with gun sights, they had been removed a month earlier. After all, why would a pilot need a gun sight to fire unguided rockets with an automatic fire control system?



F-89 SCORPION FIRES A SALVO OF MIGHTY MOUSE ROCKETS FROM ITS WINGTIP PODS

The interceptors made their first attack run as the Hellcat crossed the mountains near Castaic. Murray and Hale set their intervalometers to "ripple fire" the rockets in three salvos. The first crew lined up their target and fired, missing their target completely. The second interceptor unleashed a salvo that passed just below the drone. Rockets blazed through the sky and then plunged earthward to spark brush fires seven miles north of Castaic. They decimated 150 acres above the old Ridge Route near Bouquet Canyon.

A second salvo from the two jets also missed the drone, raining rockets near the town of Newhall. One bounced across the ground, leaving a string of fires in its wake between the Oak of the Golden Dream Park and the Placerita Canyon oilfield. The fires ignited several oil sumps and burned 100 acres of brush. For a while the blazes raged out of control, threatening the nearby Bermite Powder Company explosives plant. The rockets also ignited a fire in the vicinity of Soledad Canyon, west of Mt. Gleason, burning over 350 acres of heavy brush.

Meanwhile, the errant drone meandered north toward Palmdale. The Scorpion crews readjusted their intervalometers and each fired a final salvo, expending their remaining rockets. Again, the obsolete, unpiloted, unguided, unarmed, propeller-driven drone evaded the state-of-the-art jet interceptors. In all, the jet crews fired 208 rockets without scoring a single hit. The afternoon calm was shattered as Mighty Mouse rockets fell on downtown Palmdale.



Edna Carlson was at home with her six-year-old son William when a chunk of shrapnel burst through her front window, bounced off the ceiling, pierced a wall, and finally came to rest in a pantry cupboard. Another fragment passed through J. R. Hingle's garage and home, nearly hitting Mrs. Lilly Willingham as she sat on the couch. A

Leona Valley teenager, Larry Kempton, was driving west on Palmdale Boulevard with his mother in the passenger seat when a rocket exploded on the street in front of him.

Fragments blew out his left front tire, and put numerous holes in the radiator, hood, windshield, and even the firewall. Miraculously, no one was injured by any of the falling rockets. Explosive Ordnance Disposal teams later recovered 13 duds in the vicinity of Palmdale. It took 500 firefighters two days to bring the brushfires under control.

Oblivious to the destruction in its wake, the drone passed over the town. Its engine sputtered and died as the fuel supply dwindled. The red Hellcat descended in a loose spiral toward an unpopulated patch of desert eight miles east of Palmdale Airport. Just before impact, the drone sliced through a set of three Southern California Edison power lines along an unpaved section of Avenue P. The camera pod on the airplane's right wingtip dug into the sand while the Hellcat cart-wheeled and disintegrated. There was no fire.

March 2014 Minutes

MINUTES: GENERAL MEETING, EAA CHAPTER 663, 3/6/2014, 7:30 PM, TERMINAL BUILDING, KLVK.

Chapter president John Goldsmith called the meeting to order.

Three guests introduced themselves, Paul Carmel, Pete Eltgroth our speaker and Denny Presley who is building a RV-8A.

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

Treasurer Mark Palajac reported \$4,149.26 in chapter funds with 67 paid members.

Trina Anderson mentioned that there will be a Young Eagles Rally at the Patriots Jet Center, Byron Airport on May 3rd. There may be a rally in April at Tracy; an effort is being made to coordinate with Aerobatic Chapter 38 at Tracy.

Business: Our web master Brad Olsen reported that the renewal for our web site server is coming.

Newsletter editor Jeffry Larson announced that David Flournoy was the first to identify the "What Is It" as a Fairchild F24R, and Barry Weber was second. There were several others that were close.

Announcements: John reminded those who haven't to renew his or her dues.

He also implored us to wear our nametags, but ----- forget his.

Is your information correct on the web site? It can be corrected by emailing webed@eaa663.org .

The next chapter board meeting will be 3/20, 7:30 at John's place. The next general meeting follows on 4/3.

Mailbag: The Golden West Fly In will be June 6, 7, and 8th. Boonville is having a fly in on Sunday 4/13, and there will Young Eagles Rally sponsored by EAA Chapter 124 and fly in sponsored Quality Sport Planes, a Zenith Aircraft dealer, at the Cloverdale airport on 5/3.

The chapter barbeques will occur on Saturday 5/10, Sunday 6/8, Friday 7/4, Sunday 8/10 and Saturday 9/13.

Break and then program: Chuck Ray introduced Pete Eltgroth, a local pilot, and aerobatics instructor. Pete has 35 years of flying experience and will instruct in his Extra or your RV. Pete explained the basic aerobatic maneuvers and how you can get into trouble if you do not know what you are doing. There are 4 types of rolls, aileron, slow, barrel, and snap all flown differently, which he explained. He described variations of the loop. Loops can be done with varying entry speeds, and can be done without putting as lot of stress on the airplane if you're happy with one that is not round. Turns out, the barrel roll is cross between an aileron roll and a loop.

Meeting adjourned.

March 2014

MINUTES: BOARD OF DIRECTORS MEETING, EAA CHAPTER 663, 3/20/2014, 7:40 AT JOHN'S PLACE.

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

Treasurer Mark reported \$4,419.26 in chapter funds, with the membership standing at 76. There was a discussion about chapter finances, fund raising, and expenditures. Mark said that since 2008 we've spent about \$1000 per year on tools.

Business: Dave said the first Young Eagles Rally will be on 5/3 at the Byron Airport. There is nothing definite for April yet.

For the April program Chuck had planned to have Marc Zietlin come talk about retaining fixed pitch propellers. Marc had one come off in flight, and has an interesting remedy. But a late development may have Jeff Skiles coming to speak. He is on tour in the area at the time. If he consents there was talk of having the meeting in a larger place, maybe Attitude Aviation's hangar and inviting some of the other airport's pilot groups. Chuck was going to check next Monday to see if Jeff was available.

Announcements:

Mailbag: At the Golden West Fly In June 6, 7 & 8 there will be another EAA Chapter aircraft judging completion. Barry is once again our chapter's coordinator. There can be 5 aircraft from each chapter 3 homebuilt's and 1 classic/antique for judging and a fifth aircraft to participate in the spot landing or flour bombing contests that will be included in the competition. The winning chapter gets a \$300 prize. Barry is also looking for an aircraft judge from the chapter for the competition.

Annual Boonville Spring Fly-In will be Sunday 4/13 from 11 AM until 3 PM.

The Calaveras Air Faire will follow on Saturday 4/26.

On Saturday May 3rd there is a big gathering at the Cloverdale airport. A Young Eagles Rally sponsored by Chapter 124, Quality Sport Planes, the nearest Zenith Aircraft dealer is having their Spring Open House and West Coast Zenith Fly-In.

Chapter barbeques this year will be Saturday 5/10, Sunday 6/8, Friday 7/4, Sunday 8/10 and Saturday 9/13. Ralph Cloud has volunteered to chairman the activities.

Next general meeting is 4/3, and the board meeting will be 4/17.

Issues from the members:

After attending the airport committee meeting Ralph Cloud reported that fuel sales were up 15% from previous year. There were 494 noise complaints, 63.8 % were from one household in Pleasanton; 16% of all complaints were from 10 PM- 6 AM.

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.

[Nuggets hitting the boat.](#) - Thanks to Bruce Cruikshank.

[The lonely experience of forgetting your smart phone.](#)- Thanks to Bruce Cruikshank.

[Thought for the day](#)- 15 minutes but worth seeing the ending.

[Mainstream Media Rap – Betcha won't guess who stars in this one.](#)

[Earthrise, 45th Anniversary](#) – A little long but worth the ending. Thanks to Harry Crosby

What is it? From last month Sponsored by:



David Flourney was the 1st to respond with the correct answer – Fairchild F-24R. 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.



Traffic patterns flown are proof positive that you can't totally legislate aviation.

What is it?

Sponsored by: Aircraft Spruce





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