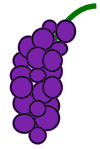


THE GRAPEVINE



EAA CHAPTER 663 Livermore, California

Vol. XXIV, No. 9, September, 2004

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

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BOARD OF DIRECTORS

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GORDON JONES	447-1549
GREG TRIPLETT	462-8633

MEETING AND PROGRAM

Our September meeting will take place at 7:30 P.M. on the 2nd of September in the Terminal Building at the Livermore Airport. Our program for the evening will be a fly-in display of the 4 place Jabiru 400 with a 6 cylinder engine. Jim McCormack of Jabiru Pacific in Fresno will be there to explain it all to us.

PRESIDENT'S CORNER

As we approach the end of summer, we have a few events coming up. Livermore Airport will be hosting it's Open House on Saturday, September 25th, from 10 to 4. The Chapter members that want to display their planes should have them on the ramp early. Display parking is first come, first placed (no reserved parking). In order to park the EAA planes together (usually in the row at the base of the tower) you will need to get it over to the display area by 8, 8:30 at the latest on Saturday morning.

The Chapter will have a EAA info booth in the middle of the row. We will sign up Young Eagles for rides later in the year. There will also be chairs and sodas, water for chapter members to relax and enjoy the day. We will need volunteers to "man" the booth in one hour shifts. Let me or Bob Cowan know when you will be there.

The next event will be our Chapter BBQ for the end of summer. We have scheduled it for Saturday, October 2nd at 4 pm. Same arrangement as always, bring a side dish to share and your entree to grill.

I have a AirVenture story I want to share, as many of you know Darlene and I are building a RV-9A. While at AirVenture 2004 Darlene and I found a T-shirt vendor that had designs of almost all homebuilts. Finding a RV-9A graphic I liked, bought the shirt. Long story short, when I got home I noticed it was a RV-9 on the shirt (they had showed me the shirt before putting it in the bag). I should have caught this at the time of purchase. I called the company and they said "no problem, we'll send you a new shirt... no charge" - but it was my fault - "no matter, no charge" What a great company to do business with. Their web site: <http://www.airplanetshirts.com/> . If you don't find the plane you're looking for, call them and ask.

Til next month.
Ralph

MINUTES: GENERAL MEETING, EAA CHAPTER 663, 8/5/04, 7:35 PM, TERMINAL BUILDING, LIVERMORE AIRPORT

Chapter president Ralph Cloud called the meeting to order.

No guests were present.

Ralph congratulated **Mark Summers** on the first flight of his Q-200!

Minutes for the July meetings were approved as printed in "The Grapevine".

The treasurer was not present.

The chapter has a **new member**. Jeff Carr was welcomed with a round of applause.

Business: The Airport Open House is coming Sept. 25. Ralph Huy, chairman of the event has requested help from the chapter in the form of a coordinator for the static displays along the back fence. Brad Olson volunteered!

Bob Cowan announced the next **Young Eagle Rally** for August 21. He made a plea for volunteer pilots.

Announcements: The next board meeting will be 8/19 at Ralph's place.

Airport Open House is coming Sept. 25.

Break and then program: With nine airplanes from the chapter having flown to **Oshkosh** (not all had returned yet) and other members making trip there were many tales from the big fly-in. More noted were news of new power plants and those nearing full development, and the Sport Pilot/Aircraft. There were many aircraft on display that fit the new category. Ralph Cloud showed some pictures from his digital camera.

Meeting adjourned for pie.

**MINUTES: BOARD OF DIRECTORS
MEETING, EAA CHAPTER 663, 7:40 PM,
RALPH'S PLACE.**

Directors/members with the initials GT, RC, RH, LF, BF, BJ, JM, and BC were present.

Business: First item was the Airport Open House. The airplane static display is first come first serve. Planes need to get there early Saturday or Friday night. Ralph will set up a sun shade where members can meet with the public and sign up Young Eagle candidates.

The next chapter barbecue will be Oct. 2, starting

at 4 pm. The **January dinner** was discussed. Possible dates are January 15, 22, or 29. Where? The USS Hornet was discussed. Ralph is much in favor of a place much closer to Livermore. Other places will be investigated.

Repairing, up grading, or replacing the **chapter trailer** was discussed. Replacing the springs axles and wheels to provide a softer ride, sand blasting, painting, and replacing the decking were items mentioned.

On the subject of **chapter tools**, the purchase of a tubing beading tool was discussed. It was decided to bring the item up at the next general meeting.

Bill Jepson has arranged for Jim McCormack of Jabiru Pacific to bring the **JABIRU 400** for display at the next meeting. A version of this airplane will meet the new sport airplane category. It is a very capable fly machine.

Next meeting: September 2nd.

Meeting adjourned for pie.

Respectfully submitted, Bruce Cruikshank,
Secretary

PROPELLER BOLTS.

Provided from the Cozy N/L by Tim LoDolce,
flight advisor/tech. counselor, Truckee, CA

Propeller bolts are one of, if not *the* most critical applications in an airplane. Less than the best bolts may be okay for awhile if they are strong enough and properly torqued. On the other hand, even the best bolts will fail if not properly torqued. There are potential problems with either AN bolts or industrial bolts, but fortunately, there are special bolts made specifically for propeller installation. AN bolts are made in accordance with military specifications for critical aircraft use, using approved alloys, specified head treatment to achieve the right combination of tensile strength and ductility, and have rolled (not cut) threads to avoid stress risers which could lead to fatigue failure at the threads.

Unfortunately, **AN bolts** are difficult to obtain in the lengths required for propeller installation (particularly AN8), and the thread length does not

allow much room for error. For example, the lugs for 1/2 in. bolts have a threaded length of .54 in, and in spite of the "book" value, we have measured the thread length of AN8 bolts to be as short as .62 in. If AN bolt are fully engaged in the lugs at initial installation, there would be very little margin for retorquing, without bottoming out the threads. If the threads bottom out, the bolts will soon fail in shear.

Industrial bolts are readily available in hardware stores. They come in various grades, the most common being grade 5 and grade 8. They have approximately 1-1/2 in. of thread length, but unfortunately, the threads are cut rather than rolled, which is against standard aircraft practice and more likely to lead to fatigue failure. Grade 8 bolts have a tensile strength of 150,000 psi (compared to 125,000 psi for AN bolts), but because of their high strength, are too brittle. Grade 5 bolts have a tensile strength of 120,000 psi, and are closest to AN bolts in properties, but have cut threads. The most unfortunate thing about industrial bolts is the lack of enforcement on quality. Our local ACE hardware store said their bolts could come from any of 6 different countries, based on price. Are you willing to risk that they might be made from inferior alloys and not have the properties they are represented to have? Traceability of bolts to a reputable source is the best protection against their being counterfeit.

Sensenich propeller bolts: Sensenich, the manufacturer of propellers for the last 62 years, has been having one or more reputable US manufacturers of AN bolts make special propeller bolts to their specifications since 1956. These bolts are traceable, made to mil specs similar to AN bolts, have rolled threads (per aircraft practice), and have a longer thread length. These bolts are made from approved AN alloys, are heat treated to RWC-26-32 to obtain a minimum tensile strength of 125,000 psi without sacrificing ductility, are centerless ground to remove surface imperfections, have J-2 threads rolled on to a length of about 1.4 in., are then plated and the heads are drilled for safety wiring. These bolts are stocked by Sensenich in AN6, AN7, and AN8 sizes of various lengths, and sold in kits of 6 with washers. They are slightly more expensive than AN bolts of an equivalent size. We purchased 6 AN8H-57AS bolts from Sensenich for \$90 (some time ago). Contact either Ken DeGraph, or Ed Zircer at (800) 462-

3412. For reasons explained above, we do not recommend either AN or industrial bolts.

POOR JUDGMENT

by: Eustace Bowhay

Thanks to Leland Collins

It doesn't seem to matter how much experience we have we can still make some dumb decisions. The following is one that I made a few years back. At the time I had been flying commercially for some thirty odd years. A pilot friend asked me to ferry a DeHaviland single Otter that he had purchased from US Army surplus from Denver Co to Calgary Alberta.

The reason he asked me was that he had no experience on this type of aircraft and knew that I had flown them for several years. He went with me to Denver and while the aircraft turned out to be in fairly good condition there was no nav or radio equipment in it. This didn't pose a problem as I had a portable VHF and some new WAC charts with me. Our first leg was to be Denver to Billings Montana, about the limit for the Otter. I had checked weather and there was a frontal system approaching Billings from the north but Billings was forecast to stay VFR.

By the time we got out of Denver we would only have about an hour of daylight left on arrival at Billings. Our track took us by Cheyenne and I suggested to my friend that it would be a good idea to pull in and top up with fuel and take another look at the Billings weather. The weather where we where was CAVU; he said something to the effect " why would you want to do that, it is supposed to be good". In my head I thought "Well you own the airplane and I guess you just became the captain." even though he didn't change seats with me. About fifty miles south of Billings we came to the edge of the front and descended to stay underneath it, the ceiling kept getting lower and soon we were going along at 500 ft or less to stay visual and at the same time getting low on fuel and reading a map with a WAC chart under these conditions isn't the easiest thing to do.

Finally it got to point were I was having trouble maintaining visual reference and the fuel situation as it was ruled out everything but getting this bird on the ground. I turned to my friend and suggested "Since you made the decision to pass up Cheyenne, you are now the captain and you can

takeover!"

With this, his face got a bit paler and his hands were shaking and he said that he thought it would be better if I carried on. About this time we crossed a narrow two lane paved road and I turned to follow it. About a mile down the road we came to a big cattle feed lot with a good place to turn off and park the plane. I circled back and lined up on the road. There was a strong cross wind and the road had some small hills. I looked over to my friend and told him this was it, with this he crossed himself and hung on to the arm-rests with both hands.

Well, the Otter is noted for it's slow flight characteristics but it is also a fairly good sized bird having a 2000 pound payload. There wasn't much pavement left outside the wheel width and with the big vertical fin and rudder the cross wind really presented a challenge. I wheeled it on, touching down on the left main and with the left wing down enough to offset the cross wind and fortunately it had good brakes so I was able to keep it on the road as we lost flying speed. Using a lot of right brake I was able to taxi up to the feed lot and park it into wind. Needless to say there wasn't a whole lot of conversation going on in the cockpit at this point. We were 35 miles south and a bit east of Billings, the only damage was a couple of rivets popped in the trailing edge of the left hand flap that hit a road sign with the wing being down so low correcting for the cross wind.

The feed lot owner drove us into Billings to a hotel where we spent two days before the weather cleared up. Rest of trip was uneventful and it stayed fairly quite in the cockpit.

PREDETERMINED DECISION MAKING

by Ken Coolidge, Ch 723

Predetermined Decision Making (PDM) is something we do and have done all of our lives. We either are taught or learn by experience that if something happens that may harm us we take corrective action without thinking. For instance, the old saw about touching a hot stove. We immediately pull our finger away. We have predetermined that this is not a good deal so we cut our losses/pain by rapidly withdrawing our finger.

What about when your wife comes into the living room with a new dress on and asks, "Do you think this dress makes me look fat?" Right away you grab a copy of War and Peace and beat a hasty retreat to the bathroom shouting over your shoulder, "I gotta go". When you have read the book in its entirety and written a comprehensive review, you come out and find the crisis has passed.

This is a practical example of predetermined decision making. OK, now lets go out to the airport. On your preflight you notice great puddles of fluid under your aircraft and drips coming from places you never knew existed. Based on PDM you find something else do besides flying, like repairing your aircraft. That was easy.

How about decreasing visibility on a cross country flight. At what point do you quit and turn around? Think about it. Is it at five miles, three miles, one mile, or when you can't see the cowling? I would quit at about three miles since that is the limits of VFR flying. I have predetermined that if the visibility gets below three miles I'm turning around and landing at the first available field. Now when this actually happens to me I know exactly what to do. No agonizing over whether the visibility will improve, it's only 30 miles to my destination, the forecast is wrong, my glasses are dirty, etc.

When it gets below three miles I take immediate action in accordance with my previously thought out plan. Now apply this to every bad thing that you can think of that may happen in a flight. Decide what you are going to do in every case and file it away. When the day comes that you run into those conditions, you will respond with your previously thought out decision. The worst thing that can happen when you get out of the sky or divert to another field is that you will meet some really nice folks and have a great story for the grand kids.

HINT FROM OSHKOSH

by Steve ?--from the Canard List

I attended a forum at Oshkosh that I think should be passed on to everyone:

There are thieves out there that will check out a

local airport without security fences and guards. When they find 2 airplanes with identical avionics, they unlock the door and remove one radio/transponder/whatever. This is relatively easy, the guy said, because about 12 keys will give anyone access to almost all of the common spam cans.

The **avionics equipment** which was stolen from the first airplane is then installed in the 2nd airplane and the equipment from the 2nd is carried away and put on ebay or sold somewhere. The serial number is not suspect if anyone checks.

The owner of the 1st airplane reports the theft of the radio to the police and they cannot find it. He buys another one. A few months or years later the owner of the 2nd airplane has to take his equipment in for repair. The avionics shop checks the serial number and returns the equipment to the rightful owner. So the 2nd owner is out the cost of the unit and the 1st owner now has 2 pieces of equipment since he replaced the stolen one years ago.

Be VERY careful about buying used equipment; this will encourage the theft of everyone's equipment.

ADDENDUM TO THE ABOVE

by Gordon Bowen from the Canard List

From previous posting on subject- Please note, some of this stolen aviation stuff is showing up on E-Bay. If you find your stolen stuff, you can take it up with the FBI. Wire Fraud is a Federal Offense, e-mails and E-Bay postings are interstate due to the IP servers. FBI may not want small potato stuff, but if it's a open and shut case, ie. you've done all the leg work, proving who, what, when and where, they'll investigate and bring it to a Grand Jury, e-mail/E-Bay leaves a nifty paper trail.

State Police and Locals don't have much they can do with a local Grand Larceny, especially if the perp is outside of their State. But Fed Crimes carry mandatory sentences and big fines for mail fraud on each count, each e-mail exchanged is a count. So preps plead out and get big fines plus a little jail. But you've got to have your details in order. If the FBI gets a lot of plead-outs it ups their convictions data, lots of attaboys.

Gordon Bowen Cozy- N-64CY
In 18 mos. on Federal Grand Jury in AK-
we indicted quite a few E-Bay thieves.

UPCOMING WESTCOAST EVENTS

from Tim LoDolce

Sept 4th **SOUTH LAKE TAHOE** AirFest (TVL) 530-541-4082 South Lake is having a real hard time so let's give this one all the support we can give. The on field restaurant has the best Cajun food within 100 miles and they support the local pilot community.

Sept 4th **BREMERTON** Blackberry Festival, Bremerton (PWT), WA 800-462-3793 x 34

Sept 4th- 6th **R.A.C.E** (Canard a/c Event) Kanab (KNB), UT - Racing on Sunday Sept 5th www.geocities.com/canard_covers/RACE.html

Sept 10-12th West Coast Cessna 120/140 Gathering, **GEORGETOWN** (Q61), CA 530-357-5440

Sept 11th Truckee Tahoe EAA 1073 Pancake Breakfast Fly-In & Young Eagles, **TRUCKEE, CA** (TRK) 7:30 to 10:30 AM

Sept 11th **AKRON, CO.** Colorado Plains Regional Airport (AKO). 2nd Annual National Radial Engine Exhibition. Static exhibition of radial engine powered aircraft from the 1920's through 1950's. All sizes of military and civil aviation represented. Fly-in visitors encouraged. Contact Randy Hayes, 970-345-2397

Sept 11th **EL MONTE, CA.** FAST Aviation, El Monte Airport (EMT). Wings Weekend/ FAA Seminar/ (CAMI) Civil Aeromedical Institute. Topics: High Altitude Sign-Off, Basic Survival for GA Pilots, with Edwards AFB "Desert Survival", Spatial Disorientation Simulator, Anti-Terrorist Training for GA (Atemi-Ryu Combat Ju Jitsu) Instruction. "FREE" to attend Contact Mark Galloway, 310-215-2150

Sept 11th **LANCASTER** EAA 49 Pancake Breakfast, Lancaster (WJF), CA 661-270-3296

(New) Sep11-12th Pearson Air Museum Street Stroll-FlyIn & Hangar Dance, **VANCOUVER**

(VUO), WA
Sept.11-12th **McCHORD AFB AirExpo**, Tacoma,
WA 253-982-9927

Sept 12th **PALO ALTO AIRPORT Open House**
Palo Alto (PAO), CA 650-326-6699

SPORT PILOT SUMMARY

Here is a collection of answers to some of the more common Sport Pilot questions received at EAA headquarters. Rule Effective Date = 9/1/04

Gross weight = 1,320 pounds (600 kilograms)

Floatplanes = 1,430 (650 kilograms)

Maximum Full Power Speed = 120 knots (138 mph)

Stall Speed = 45 knots (52 mph) · no more dual stall speeds

Fixed Gear - amphibians allowed "repositionable" gear

Fixed Prop - may be ground adjustable

Two- Place - pilot and one passenger

Day VFR

Driver's License Medical Approved - however, if you have received a letter with the word "denied" from FAA, not from your doctor, you must get a one-time special issuance or FAA authorization even if you have been denied in the past, you can try again for special issuance (medicines have changed, for example) · more on this as EAA continues to analyze the new rule.

Owner Maintenance Approved on ELSAs - no changes - if you are operating an Amateur-Built or Standard category as an LSA, maintenance remains as it was without change.

No Recertification of aircraft required or permitted (this means ultralights are converted to ELSAs; all other aircraft certification and maintenance remain the same).



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