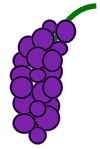


# THE GRAPEVINE



EAA CHAPTER 663 Livermore, California

Vol. XXVI, No. 1, January, 2006

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

## NEW OFFICERS

PRESIDENT	BOB FARNAM	449-1513
VICE PRES	BRAD OLSEN	866-9289
TREASURER	BILL BUNCE	510-591-0214
SECRETARY	SCOTT ALAIR	416-0889
PROGRAM COORD	BRAD OLSEN	866-9289
TECH COUNSELOR	GORDON JONES	447-1549
TECH COUNSELOR	BOB SINCLAIR	935-7465
NEWS LETTER	JOHN MEYER	455-1631
FLIGHT ADVISOR	BARRY WEBER	454-0627
FLIGHT ADVISOR	BOB FARNAM	449-1513
YOUNG EAGLES	ERIC HELMS	373-0137
LIBRARIAN	ALAN THAYER	582-7274
WEBMEISTER	GREG LUM	510-482-4681

## NEW BOARD OF DIRECTORS

BRUCE CRUIKSHANK	510-886-6897
RALPH CLOUD	449-1048
HARRY CROSBY	485-9359
ERIC HELMS	373-0137
BILL JEPSON	408-929-1123
GEOFF RUTLEDGE	650-462-1126

## THE JANUARY MEETING

Our January meeting will take place at 7:30 P.M. on the 5th of January in the Terminal Building at the Livermore Airport. Our program will be I believe something the new president has for a program. He has a DVD of the Air Force version of Top Gun.... Unless something better comes along.

**MINUTES: GENERAL MEETING EAA CHAPTER 663, 12/1/05, 7:30M PM, TERMINAL BUILDING KLVK.**

Chapter president Ralph Cloud called the meeting to order.

One guest introduced himself, a builder of a Rans Super 6, his name was Mark.

The minutes of the November meetings were approved as published in "The Grapevine".

Treasurer Sharon Constant reported \$3472.99 in chapter funds after paying \$300 deposit for use of the Livermore Veterans Hall.

Business: The annual dinner will be January 21st, cocktails at 6:00, dinner at 7:00 pm. The cost is \$20 per person. Speakers Paul and Victoria Rosales have been confirmed for the event. Location will be the Veterans Memorial Hall, 522 S. L Street in Livermore.

Ralph reported the board of directors decided to leave the dues at \$30 per year (cheap). Those present concurred.

Eric Helms reported a move afoot to host an AeroElectric seminar locally. It is presented by Bob Nuckolls and delivers all you need to know about wiring an aircraft. Cost to attend is \$150 per person. More about this will come later.

Eric Helms also reported that we flew 122 Young Eagles this year (Yeah!), and that there has been little response to the flyers passed out at the Airport Open House (Boo).

Tool czar (and president elect) Bob Farnam suggested the chapter purchase a Voltage Standing Wave Ratio (VSWR) Meter. After a bit of discussion Greg Triplett moved and Bruce Cruikshank seconded a motion for such a purchase. After more brainstorming Harry Crosby moved and Nick Gaglia seconded the purchase of an Antenna Field Strength Meter.

Ralph made a call for members to renew memberships and pay their dues.

Announcements: Next board of directors meeting will be December 15th, and next general meeting will be January 5th 2006.

Break and then Program: The program was an extended forum on the progress the members

have been making on their projects. At least five projects made their first flights this year, four were RV's a 6, 7A, 8, and a 9A. Steve Richard reported his Lancair ES should fly early next year.

Meeting adjourned for pie.

**MINUTES: BOARD OF DIRECTORS MEETING, 12/14/05, 7:36 PM, RALPH'S PLACE.**

Those with the first letters Ra Cl, Da Cl, Jo Me, La Fi, Er He, Gr Lu, Bo Fa, Bi Bu, and Br Cr were present. There may have been others.

The new treasurer Bill Bunce reported having \$500 in new collections for dues and dinner fees. To be added to the amount reported at the general meeting (\$3472.99).

Business: Plans are on track for the annual dinner. It was decided the cutoff for reservations (\$20 each person) will be Saturday January 7th. The fee for the facility is \$785 of which \$680 is a deposit (no destructive guest allowed).

There was a discussion about hosting an AeroElectric Connection seminar. Locations and finances for such an event were batted about. Fee is \$1500 plus travel expenses for Bob Nuckolls the presenter; tuition is \$150 each person. Money beyond fee and expenses is shared with sponsoring chapter. Eric Helms moved and it was seconded and passed that the matter will be pursued. The first step is selecting a date, March through June or September through November. The event lasts a day and a half, all day Saturday and Sunday until noon. Eric Helms is coordinating.

Tool czar (and president elect) Bob Farnam reported the Stand Wave Ratio Meter and the Antenna Field Strength Meter have been ordered. It was decided to bring up the matter of purchasing a tube beader offered by ATS at the next general meeting.

Young Eagles coordinator Eric Helms asked for suggestions on setting Young Eagle Rally dates. An attempt will be made to avoid near by fly-in weekends.

Bob Farnam reported a local Air Force veteran has a copy of a Red Flag (think jet fighters) video that may be part of the January meeting program.

Bruce Cruikshank reported on some possible progress on the trailer replacement. Some months ago pictures were circulated at a meeting of a trailer built to haul snow mobiles. It has a flat bed measuring 16 feet by 7 and half feet and is mounted two axles with 8" by 10" wide wheels. The owner was recently contacted and related that the trailer was now being used by a friend in Stockton hauling car parts. After being informed of our continued interest and details of our current trailer, he suggested a possible trade. He is to check with his friend. Both trailers are in similar condition, needing new decks and paint. His is lightly sprung and is claimed to tow well.

Bob Farnam (president elect) suggested reviving the chapter scrap book. A book last maintained by the late Dave Trudell which contained pictures of all chapter members and their projects. This book was present at all general meetings for members and guests to peruse.

Meeting adjourned for pie.

I would like to thank all of you for putting up with my ramblings for these last few years. I'd thank those who stood in for my absence from time to time. A special thanks goes to Scott Alair for taking over as your new secretary.

Respectfully submitted,  
Bruce Cruikshank Secretary.

**FROM THE CHAPTER YOUNG EAGLES COORDINATOR.**

If you were a participant in any of the chapters Young Eagle events (in any form, pilot, photographer, paperwork, flight line safety official, etc...) please get in touch with Eric Helms immediately. He is collecting names for an EAA event and he must have your name by January 7th, 2006.

Eric Helms

**NOW THAT BUILDING SEASON IS FULLY UPON US:**

Here's what you'll need...

1. DRILL PRESS: A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your coffee across the room, splattering it

against that freshly painted part you were drying.

2. WIRE WHEEL: Cleans paint off bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprint whorls and hard-earned guitar calluses in about the time it takes you to say, "SH\*\*!!!"

3. ELECTRIC HAND DRILL: Normally used for spinning pop rivets in their holes until you die of old age.

4. PLIERS: Used to round off hexagonal bolt heads.

5. HACKSAW: One of a family of cutting tools built on the Ouija board principle: It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

6. VISE GRIP PLIERS: Used to round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

7. OXYACETYLENE TORCH: Used almost entirely for setting various flammable objects in your shop on fire. Also handy for igniting the grease inside a wheel hub you're trying to get the bearing race out of.

8. WHITWORTH SOCKETS: Once used for working on older British cars and motorcycles, they are now used mainly for impersonating that 9/16 or 1/2" socket you've been searching for the last 15 minutes.

9. HYDRAULIC FLOOR JACK: Used for lowering an automobile to the ground after you have installed your new disk brake pads, trapping the jack handle firmly under the bumper.

10. EIGHT-FOOT LONG DOUGLAS FIR 4X4: Used to attempt to lever an automobile upward off a hydraulic jack handle.

11. TWEEZERS: A tool for removing splinters of wood, especially Douglas fir.

12. TELEPHONE: Tool for calling your neighbor to see if he has another hydraulic floor jack.

13. SNAP-ON GASKET SCRAPER: Theoretically useful as a sandwich tool for spreading mayonnaise; used mainly for removing dog feces from your boots.

14. E-Z OUT BOLT AND STUD EXTRACTOR: A tool that snaps off in bolt holes and is ten times harder than any known drill bit.

15. TWO-TON HYDRAULIC ENGINE HOIST: A handy tool for testing the tensile strength of bolts and fuel lines you forgot to disconnect.

16. CRAFTSMAN 1/2 x 16-INCH SCREWDRIVER: A large motor mount prying tool that inexplicably has an accurately machined screwdriver tip on the end without the handle.

17. AVIATION METAL SNIPS: See hacksaw.

18. TROUBLE LIGHT: The home mechanic's own tanning booth. Sometimes called drop light, it is a good source of vitamin D, "the sunshine vitamin", which is not otherwise found under cars at night. Health benefits aside, its main purpose is to consume 40-watt light bulbs at about the same rate that 105-mm howitzer shells might be used during, say, the first few hours of the Battle of the Bulge. More often dark than light, its name is somewhat misleading (apart from the first bit).

19. PHILLIPS SCREWDRIVER: Normally used to stab the lids of old-style paper-and-tin oil cans and squirt oil on your shirt; can also be used, as the name implies, to round off the interiors of Phillips screw heads.

20. AIR COMPRESSOR: A machine that takes energy produced in a coal-burning power plant 200 miles away and transforms it into compressed air that travels by hose to a Pneumatic impact wrench that grips rusty bolts last tightened 80 years ago by someone at Ford, and rounds them off.

21. PRY BAR: A tool used to crumple the metal surrounding that clip or bracket you needed to remove in order to replace a 50 cent part.

22. HOSE CUTTER: A tool used to cut hoses 1/2 inch too short.

23. HAMMER: Originally employed as a weapon

of war, the hammer nowadays is used as a kind of divining rod to locate expensive parts not far from the object we are trying to hit.

24. **MECHANIC'S KNIFE:** Used to open and slice through the contents of cardboard cartons delivered to your front door; works particularly well on boxes containing upholstered items, chrome-plated metal, plastic parts and the other hand not holding the knife.

#### from "SHORT FINAL" ON AV-WEB

Overheard during fleet week practice over the San Francisco Bay;

*Nor Cal Approach:* Bonanza 1-2-3-4, opposite direction traffic at your 1 o'clock, five miles, five hundred feet above you, Blue Angels flight of two.

*Bonanza 1-2-3-4:* Negative contact, say again type traffic.

*Nor Cal:* Two F-18s, blue and yellow. Currently at your one moving to two o'clock ... make that three o'clock ... um ... traffic no longer a factor. Caution, wake turbulence.

#### 777 PILOT'S REPORT

Yeah... I'm impressed too! The 777 is, with out a doubt, the best flying aircraft I have ever flown. They do some amazing things with the fly-by-wire. Basically you trim for an airspeed \*\*PERIOD\*\* !!! The computer then compensates for any adverse pitch or yaw. The airplane flies just like a 648,000 lb gtow / 180,000 lb thrust tweet. Center line thrust all the way. In the 737/757/767's moving the throttles ALWAYS required compensating trim. As you added power you had to trim nose down to compensate for the thrust induced pitch up and visa versa. No so with the 777, solid as a rock. Bust an engine... no sweat; the Thrust Asymmetry Compensator kicks in exactly the right amount of rudder and then adds the right amount of trim. It is so good that we can shoot a single engine zero visibility cat III autoland. Sad part is the autopilot is so good that nobody ever hand flies anymore, 'cept me.

Except for the fly-by-wire, the 777 and the 767-400 (my last airplane) are very, very much alike in flying qualities. Also, except for the interactive elec-

tronic check list (it knows the position of every switch and flight control on the aircraft) the instrumentation is almost identical to the 767-400. Under the hood there are a ton of subtle changes to the 777 that are simply amazing.

Of course we fly over Mother Russia, Mother Mongolia, and Mother China to boot. The ABERT waypoint visible on the Navigation Display picture is approximately 100 nm south (what other direction could it be?) of the North Pole and is at the Russian airspace boundary. If you look closely at the Primary Flight Display you can see that we have the meters display selected in anticipation of being cleared to maintain "flight level one one thousand one hundred meters" (imagine that being said with a thick Ruski accent.) There is an error in the picture. The altitude selector should be set to 36400 not 36500 putting the meters at 11090.

BTW... the Chinese can not say "Roger" ... no way! I am going to have to hook up a recording device and make an mp3 recording, or two, to share. I can't wait to listen to the Indians. That trip will take us directly over Kabul, Afghanistan. We can't go over the pole even though it is shorter because the routing would take us over terrain (Himalayas) that, should we have a decompression event at the wrong time, we would find ourselves trapped. We could find ourselves in a position such that we couldn't get to an alternate airport on a routing that would keep us below 10000 feet altitude. So, we go the long way.

Re the extra contrail... I see that on occasion. It can be caused by either the apu running or by vented drain water from the galley. The apu could be running for a couple of reasons: 1) It's generator is required because one of the main engine driven generators is inop (dispatched that way or failed in flight). I do not know the 747... It may only have two or three or even four generators. We have two generators on each engine and the apu generator as a backup. Also, occasionally we get a message from mx control asking us to do a cold soaked apu reliability start. (that is what you most likely saw as the apu is typically not started until just before engine shutdown after landing. One other reason... Someone forgot to shut down the apu after engine start. A couple of time's I have asked someone on air-to air why they are running their apu only to see them shut it down moments later.... Oops.

EAA CHAPTER 663 MEMBERSHIP APPLICATION/RENEWAL FORM

NAME \_\_\_\_\_ NEW ( ) RENEWAL( ) DATE \_\_\_\_\_  
ADDRESS \_\_\_\_\_ CITY \_\_\_\_\_ STATE \_\_\_ ZIP \_\_\_\_\_  
E-MAIL ADDRESS \_\_\_\_\_ HOME PHONE \_\_\_\_\_ WORK PHONE \_\_\_\_\_  
FAX# \_\_\_\_\_ WORK FAX# \_\_\_\_\_ EAA# \_\_\_\_\_ RATINGS \_\_\_\_\_  
PROJECT \_\_\_\_\_ FLYING? \_\_\_\_\_ HOURS \_\_\_\_\_ E-MAIL \_\_\_\_\_  
SKILLS, PROGRAMS, I CAN GIVE, ETC. \_\_\_\_\_  
NEED A NAME TAG YES( ) NO( ) NAME TAG INFO \_\_\_\_\_  
HANGAR No. \_\_\_\_\_ SPOUSE \_\_\_\_\_

Please give or send this completed form with a \$30 check (**No cash**, please) to:

Bill Bunce  
2982 Wisteria Lane  
Castro Valley, CA 94546



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