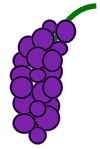


THE GRAPEVINE



EAA CHAPTER 663 Livermore, California

Vol. XXVI, No. 3, March, 2007

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

OFFICERS

PRESIDENT	BOB FARNAM	449-1513
VICE PRES	BRAD OLSON	866-9289
TREASURER	BARRY WEBER	454-0627
SECRETARY	SCOTT ALAIR	416-0889
PROGRAM CO-ORD	BRAD OLSON	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
WEB EDITOR	RALPH CLOUD	449-1048

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

MEETING AND PROGRAM

Our March meeting will take place at 7:30 P.M. on the 1st of March in the Terminal Building at the Livermore Airport. Our program will consist of a presentation and slide show by Dave Dent on some of the projects he has worked on at Mojave. Some of the stuff he has been involved in is pretty exotic, so come and be amazed.

MINUTES: GENERAL MEETING EAA CHAPTER 663, 02-01-07 7:30 PM LVK TERMINAL BUILDING.

Guest: No guest were present.

Treasurer's report: Due to deposits and bills from the January dinner that have not yet been turned in to Barry Weber, he did not have a current balance of chapter funds.

Business: Ralph Cloud reported the airport man-

ager is looking for help to organize this years LVK open house to be held on September 22nd.

Bob Farnam asked if anyone would want to be a "membership coordinator" for the chapter. If you are interested please contact Bob.

Bruce Cruikshank announced this years Hayward Air Rally will go from Hayward-Bakersfield-Palm Springs on May 18th thru 20th.

Jeff Larson received his Sport Pilot license from the FAA in January. Congratulations!

Break at 8:05

Program: Earl Minkler owner of Valley Machine gave a talk on the basics of drilling, cutting and welding of various types of metal. Earl also showed us how to sharpen larger sized drill bits on a bench grinder. Throughout his talk Earl stressed the importance of safety around power tools.

Adjourned for **pie** at 9:00.

BOARD MEETING: 02-15-07 PM AT BOB FARNAM'S PLACE.

Present: Bob Farnam, Ralph Cloud, Scott Alair, Bruce Cruikshank, John Meyer and Dick Jennings.

Treasurer's report: Barry Weber was in Boston and we were to cheap to call him and ask him how much is in the checking account.

Business: Saturday January 19th was picked for the chapters 2008 annual dinner.

Ralph Cloud updated the chapter WEB site to allow only current members access to the members only section of the Web site.

The Board unanimously voted that dogs will not

be allowed at chapter meetings.

The Board is looking for a location near the airport to paint and put a new plywood deck on the chapter trailer.

The dates for the **2007 chapter Barbecues** will be: May 12th, June 23rd, July 14th, September 8th and October 13th.

Young Eagles flights for 2007 shall be on the following dates: April 21st, May 5th, June 2nd, July 14th, August 4th, September 8th, September 29th, October 20th and November 30th.

The board decided to volunteer the chapter to organize the aircraft parking/display areas for the LVK Open House on Saturday September 22nd.

Ralph Cloud is looking into the cost of purchasing folding chairs for the chapter meetings due to a lack of seating at the chapter meetings.

Adjourned for **pie** at 9:15.

THE ARLINGTON CRASH, MORE THAN YOU EVER WANTED TO KNOW....

Supplied by Leland Collins
John, here is more information than you may care for, on the Arlington crash. (It's certainly much more than I want to print! ye Ed.)

http://rvhotline.expercrafter.com/articles/2007/ea_a_court_motion.html

LOSING A PROP IS A BAD THING...

A Cozy builder/Scaled Composites employee Mark Zeitlin loses his prop in the middle of the desert. Well, not all of the prop, one blade tip remained stuck in his right winglet! For details go to http://www.cozybuilders.org/Desert_Center/

RV-7 PILOT'S TALE OF LOSING POWER IN THE BOONIES

We left Coolidge (Arizona) after the breakfast fly-in and headed towards St. Johns (just for the sake of it). About 20 miles out from Cibecue at about 11,500 msl all of a sudden the engine lost power (it was still running for a while but wouldn't hold more than about 1900 rpm then gradually faded),

the CHTs started climbing like crazy and so did the oil temp. We looked around and all there was below were mountains, terrain is about 5k msl there (I was just thinking to myself about 2 minutes before: "we would be S.O.L. if we had an engine failure over here"). I did a "NRST" on the 496 and the nearest airport was Cibecue, 20 miles and it is a gravel strip. There was nothing else but mountains so I pointed it in the direction of Cibecue anyway, went through some engine out procedures and then did a mayday on 121.5 which was immediately picked up and replied to by a Northwest and an AA airliner which took my location details and relayed it to ATC. As we were coming down we spotted I-60 winding through the mountains, so that was it.

We headed for the road and had to slip it in to get down to a straight part between 2 mountains. There were cars that were coming both ways (but they were a couple of miles apart, thank goodness). We landed on a straight piece of road (really good landing, actually, which is rare for me) and just as we were coming to a stop, 2 cars came around the corner in front of us and stopped with plenty of room. We got out and pulled the plane off to the side of the road where it was safe from traffic. I checked all of the fuel lines (starvation was my first thought) and everything checked out ok. My good friend Robbie Attaway and a few other pilots drove all the way out from Phoenix (about 3 hour drive) and took a look at it but they couldn't find anything either. We fired it back up, ran it up to full power a couple of times and it ran just fine. We got the OK from the FAA so the police stopped the traffic on the road and I took off and flew out between the mountains! We thought it could have maybe been some kind of icing or dirt in the fuel lines. From there I flew all the way home with no problems

Long story short: it looks like maybe a timing issue. From what we can guess one of my electronic ignitions might be advancing the timing way too much (high CHTs, oil temp, loss of power all in the matter of about a minute, no loss in fuel pressure, EGTs didn't change, changing the mixture made no difference to anything, fuel system checked out ok) but obviously that's just a guess, but it does seem to be the general consensus. I have 95 hours on the plane to this point and it has run flawlessly up until now. I am sending the ignitions back to the manufacturer for a check over

and I'm going to go through the whole fuel system again just to be sure. It won't be flying again now until I figure out exactly what it was that caused the problem.

Mark - RV-7 N234C, Flying (sort of)

NOW FOR THE REST OF THE STORY!

So here is what I know thus far: I got a call from Brad at E-MAG earlier this week and he said that after running my mags on their test engine for about 20 minutes and cycling between left and right mags; their engine did indeed start to run rough on one of them. It was not however the exact same symptoms I saw, more just like spluttering and running really rough. Also this could only be identified by switching to, and running on just that one mag, with both mags switched on Brad said he couldn't tell there was anything wrong. The guys at E-MAG have been really good about the whole thing; they sent me out a brand new mag overnight and kept the one that failed for further investigation. I put the mags back on my engine and they are running well. So, there are there "facts" that I know for sure, now for some speculation, these are just my personal thoughts, no facts to back them up. I believe what happened is this: the version of the P-Mags that I have includes the quick-time feature built in to them (blowing in the tube in a special sequence to time the mags, it makes it VERY easy to do without having to mess with the mechanical method, and this is the way I had done it the first time), I think that when the mag failed it actually slipped away from the "quick-time" setting and back to the mechanical setting. I assume this because it would make sense in two ways: one is because this would explain why when the mag was on my engine it showed symptoms that the timing went VERY advanced (high CHTs, High oil temp etc.). When the mag failed on the test engine over at E-MAG, the symptoms they described could very easily be the timing going retarded (coughing and spluttering, running rough, and the fact that this couldn't be identified until the other mag was switched off). To add to this I have spoken to another gentleman who believes he has had the exact same thing happen to him; luckily his occurrence was while he was on the ground doing a run up. So that's it, that is all I know. Brad over at E-MAG has promised me that when they find out for sure exactly what went wrong he will let me know, and I will of course let you folks know.

My suggestion from all this (just a suggestion as I'm not qualified or trained to give advice in this area): when you install your mags, use the mechanical timing method until they figure out exactly what went wrong and fix it in an update, and if you have them installed now and you used the quick-time feature, then change it or at least remember to cycle between the 2 in the event of an abnormality while flying. The mechanical method is the way I installed my mags this time, and I'm confident going forward that these EIs will perform well just as they did for the 95 or so hours up until my little problem. I have no problem flying behind them at all.

Mark - RV-7 - N234C Flying again (98 hours)

AVIATION HISTORY - CHARLIE BROWN'S STORY

(Editor's note: I received this story from Bruce Cruikshank and, before daring to print it, I Googled it. Unlike a lot of stuff from the Internet, this story is TRUE!! I have edited it ever so slightly. You can read the rest of the story at <http://aviationartstore.com/chivalry_in_the_air.htm> If you go to the web site be sure to read "Stigler, Palm Sunday Massacre.")

Charlie Brown was a B-17 Flying Fortress pilot with the 379th Bomber Group at Kimbolton, England. This is the story of his first combat flight as the pilot of his B-17F, named 'Ye Old Pub', which, as our story opens, was in a terrible state, having been hit by flak and fighters. The compass was damaged and they were flying deep over enemy territory trying to head home to Kimbolton.

After they flew over an enemy airfield, a German pilot named Oblt. Franz Stigler was ordered to take off in his Bf-109 and shoot down the B-17. When he got near the B-17, he could not believe his eyes. In his words, he "had never seen a plane in such a bad state". The tail and rear section was severely damaged, and the tail gunner wounded. The top gunner's blood was all over the top of the fuselage. The nose was smashed and there were holes everywhere.

Despite having just been rearmed, Franz flew to the side of the B-17 and looked at Charlie Brown, the pilot. Brown was scared and struggling to control his damaged and bloodstained plane.

After trying unsuccessfully to get Charlie to land

before the badly damaged plane came apart in midair, Franz escorted and guided the stricken plane to and slightly over the North Sea towards England. He then saluted Charlie Brown and turned away, back to Europe.

When Franz landed he told the c/o that the plane had been shot down over the sea, and never told the truth to anybody. Charlie Brown and the remains of his crew told all at their briefing, but were ordered never to talk about it.

More than 40 years later, Charlie Brown wanted to find the Luftwaffe pilot who saved the crew. After years of searching, Franz was found. He had never talked about the incident, not even at post-war reunions.

Charlie Brown lived in Seattle and in his research had discovered that Franz Stigler had moved to Vancouver, BC, after the war. When they finally met, they realized that they had lived less than 200 miles apart for the past 50 years!!

Charlie and Franz became friends. On one of Franz's visits to the US, Charlie invited him to what turned out to be a special surprise party he had arranged for Stigler. It was a reunion picnic of all the surviving members of "Yea Old Pub" and as Charlie and Franz walked up to the gathering of the men, with their wives and all of their children, Charlie lifted his arm in a presentation of the group to Franz and said to him, "Franz you are responsible for the lives of these families here before you, and we all thank you." The group looked up and saw Franz with tears welling up in his eyes.



Charlie Brown



Franz Stigler



Brown and Stigler

WD-40

From an unnamed source.

I had a neighbor who had bought a new pickup. I got up very early one Sunday morning and saw that someone had spray painted red all around the sides of this beige truck (for some unknown reason). I went over, woke him up, and told him the bad news. He was very upset and was trying to figure out what to do, probably nothing until Monday morning, since nothing was open. Another neighbor came out and told him to get his WD-40 and clean it off. It removed the unwanted paint beautifully and did not harm his paint job that was on the truck. I'm impressed! WD-40 who knew?

Water Displacement #40. The product began from a search for a rust preventative solvent and degreaser to protect missile parts. WD-40 was created in 1953 by three technicians at the San Diego Rocket Chemical Company. Its name comes from the project that was to find a "water displacement" compound. They were successful with the fortieth formulation, thus WD-40. The Convair Company bought it in bulk to protect their atlas missile parts.

Ken East (one of the original founders) says there is nothing in WD-40 that would hurt you.

When you read the "shower door" part, try it. It's

the first thing that has ever cleaned that spotty shower door. If yours is plastic, it works just as well as glass. It's a miracle! Then try it on your stovetop... Voila! It's now shinier than it's ever been. You'll be amazed.

Here are some of the uses:

- 1) Protects silver from tarnishing.
- 2) Removes road tar and grime from cars.
- 3) Cleans and lubricates guitar strings.
- 4) Gives floors that 'just-waxed' sheen without making it slippery.
- 5) Keeps flies off cows.
- 6) Restores and cleans chalkboards.
- 7) Removes lipstick stains.
- 8) Loosens stubborn zippers.
- 9) Untangles jewelry chains.
- 10) Removes stains from stainless steel sinks.
- 11) Removes dirt and grime from the barbecue grill.
- 12) Keeps ceramic/terra cotta garden pots from oxidizing.
- 13) Removes tomato stains from clothing.
- 14) Keeps glass shower doors free of water spots.
- 15) Camouflages scratches in ceramic and marble floors.
- 16) Keeps scissors working smoothly.
- 17) Lubricates noisy door hinges on vehicles and doors in homes

Continued on P. 6

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. _____

I HAVE A NAME TAG: YES () NO () NAME TAG INFO _____

HANGAR No. _____ SPOUSE'S NAME _____ PREFER N/L BY E-MAIL YES () NO ()

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

Barry Weber
4136 Guilford Avenue
Livermore, CA 94550

- 18) It removes black scuff marks from the kitchen floor! Use WD-40 for those nasty tar and scuff marks on flooring. It doesn't seem to harm the finish and you won't have to scrub nearly as hard to get them off. Just remember to open some windows if you have a lot of marks.
- 19) Bug guts will eat away the finish on your car if not removed quickly! Use WD-40!
- 20) Gives a children's play gym slide a shine for a super fast slide.
- 21) Lubricates gear shift and mower deck lever for ease of handling on riding mowers.
- 22) Rids kids rocking chairs and swings of squeaky noises.
- 23) Lubricates tracks in sticking home windows and makes them easier to open.
- 24) Spraying an umbrella stem makes it easier to open and close.
- 25) Restores and cleans padded leather dashboards in vehicles, as well as vinyl bumpers.
- 26) Restores and cleans roof racks on vehicles.
- 27) Lubricates and stops squeaks in electric fans.
- 28) Lubricates wheel sprockets on tricycles, wagons, and bicycles for easy handling.
- 29) Lubricates fan belts on washers and dryers and keeps them running smoothly.
- 30) Keeps rust from forming on saws and saw blades, and other tools.
- 31) Removes splattered grease on stove.
- 32) Keeps bathroom mirror from fogging.
- 33) Lubricates prosthetic limbs.
- 34) Keeps pigeons off the balcony (they hate the smell).
- 35) Removes all traces of duct tape.
- 36) Folks even spray it on their arms, hands, and knees to relieve arthritis pain.
- 37) Florida's favorite use is: "cleans and removes love bugs from grills and bumpers."
- 38) The favorite use in the state of New York WD-40 protects the Statue of Liberty from the elements.
- 39) WD-40 attracts fish. Spray a LITTLE on live bait or lures and you will be catching the big one in no time. Also, it's a lot cheaper than the chemical attractants that are made for just that purpose. Keep in mind though, using some chemical laced baits or lures for fishing are not allowed in some states.
- 40) Use it for fire ant bites. It takes the sting away immediately and stops the itch.
- 41) WD-40 is great for removing crayon from walls. Spray on the mark and wipe with a clean rag.
- 42) Also, if you've discovered that your teenage daughter has washed and dried a tube of lipstick with a load of laundry, saturate the lipstick spots with WD-40 and rewash. Presto! Lipstick is gone!
- 43) If you sprayed WD-40 on the distributor cap, it would displace the moisture and allow the car to start.



EAA CHAPTER 663
 11700 Tesla Road
 Livermore, CA 94550
 JMeyerEZ@ewnet.net
 eaa663.org