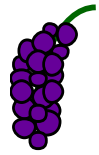


THE GRAPEVINE



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

EAA Chapter 663 Livermore, California

Vol. XXVII, No. 11, November, 2008

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October Meeting And Program

Our November meeting will take place at 7:30 P.M. on the 6th of November in the Terminal Building at the Livermore Airport. Our program for the night will consist of a short business meeting followed by a presentation by Greg Triplett on sheet metal construction including a demonstration.

Minutes: General Meeting EAA Chapter 663, 10/2/2008, 7:30 PM , KLVK Terminal Building.

Chapter president Ralph Cloud called the meeting to order.

Two guests introduced themselves, Chris Jennings, Dick Jennings son who is starting a Tundra and

Dennis Gordon who is interested in building something out of fiberglass.

The minutes of the September general meeting were amended to show that Bob Buckthal's Glasair FT received no damage from its off field landing. Minutes were then approved.

Treasurer Mark Palajac reported \$4734.00 in chapter funds.

Business: The first edition of "The Grapevine" by our new editor Jeffry Larson was well received, and by a show of hands nearly all received his or her newsletter by e-mail!

The Airport Open House had a good showing of chapter airplanes, a whole row plus. Dick Jennings gorgeous RV-6 won the Staff's Choice Award. A big honking shiny Sparten Executive took first place. (It is a pretty airplane.)

Brad Olsen continues to improve the chapter website.

Eric Helms is scheduling the last Young Eagle Rally for Oct. 25th.

Ralph has scheduled a second last barbeque of the year also for Oct, 25th. Bring something to share and something to barbeque. Start time is moved up to 3 pm on account of earlier sunsets; hopefully we'll have a warm afternoon.

Planning for the annual dinner continues. It will be on January 24, 2009 with aviation writer Lauren Paine Jr. as our speaker; plan on \$25 per person.

Announcements: Next boarding meeting will be October 16th at Ralph's place. Next general meeting will be Nov. 6th.

Members' Forum: Trina Anderson mentioned that on Oct. 8th the Tracy City Council meeting will bring up the matter of shorten the main runway (30) to lower the classification of the airport to a small airport so some joker can build a water park near the airport. All pilots are encouraged to attend.

John Ewen complained about pavement litter in front of his hangar and wanted to know about the status of the airport sweeper. Ralph suggested bringing the matter to the attention of the airport committee.

Rick Lindstrom reported on his new venture, FLAG, First Light Aircraft Group, a builder's assistance center, and pilot store located at 312 Stealth Ct. a couple blocks from the airport.

Break and then Program: Don Smith introduced chapter member Greg Triplett who gave us a presentation on the trials and tribulations of aluminum aircraft construction. Greg passed on many tips and techniques he used in the building of the beautiful RV-4. We thank you Greg.

Meeting adjourned for pie.

Minutes: Board Meeting, EAA Chapter 663, 10/16/2008, 7:33 Pm, Ralph's Place.

Ralph Cloud, Don Smith, Dick Jennings, Barry Weber, Dave Dent, Mark Palajac, Bruce Cruikshank, Bob Farnam, Eric Helms, Jeffry Larson, and (a bit later) Bob Cowan were present.

Treasurer, Mark reported a total of \$4646.56 and chapter funds and 88 members.

Business: Ralph mentioned the last barbeque of the year will be Oct, 25. Supplies are on hand.

Tools: Dave Dent has a special long reach crow foot adapter for torquing Hartzell propellers that can be borrowed by chapter members. (0-320 operators don't ask).

Eric Helms reported that with the 45+ sign ups at the Airport Open House and two other large groups we

may have 80-90 applicants for Young Eagles for next year. Rallies next year will be moved up to the third Saturday, not the fourth, of April through October.

Newsletter editor Jeffry Larson reported that nearly everyone has signed on to the e-mail form of the newsletter. There was a lengthy discussion about advertising in The Grapevine. Should members have their business cards published, and for what charge? The idea was dropped. Classified ads, members looking the sell or buy aviation related items, will be encouraged.

Don Smith has arranged for famed local air show pilot Jacquie Warda to speak at our November meeting. (For a treat visit her website <http://www.jacquiebairshows.com/>)

All is set for the 2009 annual dinner. The caterer is charging the same as last year; so it was decided to charge the same as last year. Member and a guest (spouse, friend etc.) will be \$25 each. Others will be encouraged to attend and will pay \$30 each. The speaker will be aviation writer (Sport Aviation, Pilot Get Aways) Lauren Paine Jr.

Announcements: Next meeting Nov. 6th, next board meeting will be Nov. 13th, moved up a week.

It was noted that the airport now has a sweeper. It showed up about the 9th of October.

8:35 the meeting adjourned for pie.

Respectfully submitted, Bruce Cruikshank, Secretary

PLEA FOR RELIEF

If you now receive your copy of the chapter newsletter by way of the US Postal Service, you are costing the Chapter more in operating expenses of over \$1 per copy.

To reduce the consumption of paper, ink, labor and postage, please convert to electronic delivery.

When you make the correct decision to receive your newsletter electronically, send an email to: president@eaa663.org or jeffrylite@comcast.net

“Grapevine Talking” continues this month with an interview with Mike Eichenberg whom flies a Mustang II out of KTCY. If you have any ideas for questions, thoughts or other ideas that you would like to see incorporated into the newsletter, please send me a note via the email address above.



Grapevine Talking



Mike has an interesting history touching the full gamut of aviation from RC planes to his current GA Experimental Mustang II. See his pictures on the Chapter website. [Mike's Mustang II](#)

Now, on to the questions.

GVT – How did you get into flying?

Mike – Started flying RC's as a kid. I never dreamed that flying a real airplane would be affordable or possible. Later as an adult, someone gave me a ride over the glaciers in Switzerland in his Robins, a French made 4 seat low wing. I was hooked. After I came to the US, my boss gave me a ride in his Mooney. At that point, I knew I really had to fly, just had to find a way to afford it. Enrolled in PPL ground school at Ahart. It seemed overwhelming and the numbers thrown out just made it all that more intimidating. Too much to learn and WAY too expensive. Instructor quoted 70-80 hours as being “average” time to get to PPL. I dropped out of ground school after about ¼ completed.

I started researching and discovered FAR 103 Ultralights. Signed up for the USUA UL training program in Challengers at Lodi. Drove to Lodi every week for training to complete the 12 hour flying/15 hour ground school. It was during this time that someone mentioned Barnstormers and started looking for a used Challenger. One of my things has always been working on stuff so here was an opportunity to combine two hobbies into one. Part time flying and part time tinkering or upgrading. Needless to say, I found one that was suitable and started flying and upgrading it.

After 80+ hours of enjoyable flying as a FAR 103 Ultralight pilot, Jeffry Larson shows up as my new hanger neighbor with his sleek looking Sonex.

Wow, I thought to myself, now that's a real airplane and it looks fast. Around about this time, my boss took me for a ride from LVK to Lodi in his Money. I couldn't believe how fast we got from point A to point B. Now I just have to get something faster. My new hanger neighbor starts talking to me about getting from FAR 103 to Sport Pilot and it seems like the way to go. I met “Ross” on the field at Tracy and started flying with him in his cherry 1973 Citabria, getting comfortable with a real plane.

Now I had to find a flight instructor and it was at this time that I met Lou Fields at a BBQ in Rio Vista. He was 82 at the time and a legendary tail dragger pilot with 17 log books filled with just about everything imaginable. He was also transitioning from PPL to Sport Pilot Instructor, so we had a common goal. His son runs the FBO at Rio Vista. We talked for a couple of hours and both of us were excited, me to have an instructor and he had someone that he could impart his considerable skill and wisdom upon and both of us learn about Sport Pilot.

Back to Barnstormers, looking for sleek, fast (at least compared to my Challenger) and will qualify to be flown by Sport Pilot. Before long, had located and purchased a very nice Pulsar TD with a Rotax 582. Since my Challenger had a 503, this seemed like a familiar upgrade. It arrived via truck and despite meticulous packing had a crack over the fuel tank from a shipping mishap. That's when I met another hanger neighbor, Bob, whom has a long history of everything from ultralights to fast glass. He showed me how to patch it and then I put it all back together.

The next day Lou showed up and wanted to know “who put this plane together”. He spent most of the day going over in fine detail every aspect of it, asking questions at every nut, bolt, nook and cranny. Finally he was convinced that it was airworthy (previous owner had over 100+ hours on it) and we decided to go for a ride. Lou at the controls and it was in his words “more squirrely than a Pitts”. Despite traversing a good portion of Tracy's 100' wide runway, he got it into the air without incident and after a few minutes with it he had tamed the beast. Then he proceeded to teach me how to fly and more importantly, land it.

All during my training, Lou is encouraging me to go right on to PPL, stating this is a real airplane, now that you know how to fly, you might as well go all the way. Despite his urging, I completed the requirements for Sport Pilot and once Lou declared me ready, I found out the bad news. Since Lou was my instructor, he could not be my examiner. So now we had to find an examiner that would:

1. Fly in my Experimental Pulsar
2. Be able to fit in the snug confines
3. Feel comfortable giving a checkride.

After an exhaustive search, and as a favor to Lou, and ONLY because of a favor to Lou, he and I were able to convince this examiner that it was safe to fly. Passed the checkride and away I went, flying as often as 3 times a week. Soon after, I decided to go ahead and go for PPL and started additional training with Lou in my Pulsar. It wasn't long after that that I became a full PPL holder.

At the same time, I started looking for something else on Barnstormers. I wanted something fast, reasonably economical and aerobatic. This put most of the RVs and fast glass, out of reach. Then I looked at GP4, Falco's, the small Lancair and Glasair's. We were still talking 65-75k, and while I might be able to swing that, there would be nothing in the bucket for fuel, tools or upgrades. While looking at the original GP4, located in Rio Linda, my hanger neighbor pointed out that his Sonex buddy was also in Rio Linda and might know something about it. So I called "Eric" and asked him about it. He basically talked me out of it, citing a long period of "hanger queen" among other issues. He then directed me towards a friend on his field that had a nice utility Mustang II that might fit my mission. After flying up there, inspecting and talking to "Tom" we agreed on a price and he would deliver it to Tracy the following week. I arranged for Lou to be on hand so he could get some stick time with Tom before taking me up for training. He took Lou up, he was satisfied that it was something I could grow into and we did the final paperwork.

Jeffrey later recounted a funny "Lou" story as told by his buddy Eric. After Tom had returned to Rio Linda, he stopped by Eric's hanger and flipped him an envelope with a few bills in it as compensation for helping him sell his Mustang II. He asked Eric

if he had met "Lou". Tom said, when he arrived at KTCY with the Mustang, presented it to me, I introduced him to this really "old" guy that was my flight instructor and asked if I would take him up and show him the plane. So Tom takes him up and they start doing standard airplane stuff to get Lou acquainted. The entire time, Lou is sitting with his arms folded across his chest in typical "Lou" fashion. Then he asks Tom if he's ever done aerobatics in it. Sure, sure, all the time claims Tom. Ok, let's see a roll to the left. Ok, now to the right. The whole time, Lou remains arms folded across his chest. Then he asks about the stall. Tom responds with "dirty, nasty, very snappy, wing drops, very ugly". "Mind if I try" asks Lou. Tom turns the plane over to Lou and before long this thing is flying slower than he ever thought possible. It wasn't wobbling, bobbing or anything, just flying really slow. Then he powers up and does a roll to the right, then another to the left, never losing so much as a foot of altitude. At this point of the hanger conversation, Eric asks Tom, "so are you telling me this old guy is a better pilot than you?". Tom, whom had more than 300 hours on the 'stang, replied "OH YEAH, and it AINT even close.

After getting comfortable with the plane, I called Lou and asked about starting some aerobatic training. I picked him up at his home base in Oakland and we flew out over San Pablo Bay. With Lou at the controls we started to develop the "book" on flying the Mustang for aerobatics. As he pulled into a loop, at the top of it, it snapped upright and flew straight ahead, straight and level. I said "that was cool" and Lou said "that wasn't me, the plane stalled and snapped", we were just along for the ride. I can't say enough about his knowledge and expertise. We worked painstakingly to establish entry and exit speeds for every maneuver and when I took controls, Lou would sit there in his customary manner, hands folded across his chest, calmly giving me instructions on what to do, when, learning to feel the airplane through each maneuver. Without his expertise I don't know if I would have the same level of comfort and confidence and would certainly not fly this plane the same way. I know feel, that while I still have a lot to learn, I am in fact a complete pilot and look forward to the many journey's ahead.

GVT – Great story, what is your biggest unfulfilled airplane fantasy?

Mike – Fly the SR-71 Blackbird to Europe.

GVT – If you were offered the airplane of your choice, free and clear, what would it be?

Mike – P51 Mustang.

GVT – What does flying mean to you?

Mike – Freedom, dreams do come true.

GVT – How much are you willing to admit that you spend each month on your aviation “sickness”?

Mike – Probably around \$600.

GVT – If you won the lottery, what airplane would you buy immediately?

Mike – Turbine Legend

GVT – Whom is the best pilot and/or the most awesome aviation demonstration that you have ever seen in person?

Mike – Lou Fields.

GVT – What do you like most about aviation?

Mike – The adventure and most of all, the people.

GVT – Besides cost, what is single biggest concert about flying in today’s world?

Mike – More regulations making it increasingly difficult, especially regarding Experimental’s.

GVT – Neatest (coolest, not tidiest) airport you have been to?

Mike – Oceano – Water, the beach, a very nice location.

GVT - What would you most like to do in an airplane that you haven’t already done?

Mike – Fly a Pitts Model 12 inverted right over the deck.

GVT – Thanks to Mike for his story on his entrance into aviation. Anyone that has suggestions on questions to ask future volunteers, please pass them along. I’d like to keep it varied and entertaining as well as an opportunity to get to know each and every chapter member a little bit better.

Don’t forget the chapter meeting the first Thursday of each month and keep those cards and letters coming. See this month’s video links to the internet below.

Cool video’s found on the internet.

[You landed on the road, refueled and received clearance for takeoff. What could go wrong?](#)

[New meaning of landing on two wheels.](#)

[Landing on a busy freeway.](#)

[Traffic on the LA 405](#)

[Going under the bridge.](#)

[Kite surfing in the wrong neck of the woods](#)



What is it from last month.

A Waix from Sonex ltd. This one is owned by Ray Krause in Colusa, CA. It’s powered by a Jabiru 3300.

New Section – Classified Adds.

Wanted: Visitors/buyers for FLAG. Rick Lindstrom's First Light Aircraft Group FLAG. It's a pilot's store/builder's center across from the airport. Stop by and check it out.

Wanted: Certifiable 3 pointer altimeter. Bruce Cruikshank 510-886-6897



What is it?

Answer at the meeting for as yet undetermined prize or see the answer in next month's EAA663's Grapevine.

Jacque Warda Introduction and Biography for EAA Chapter 663 Thursday November 6th

Jacque launched into the air show circuit at 50 in a one-of-a-kind airplane, certainly qualifying her as an extraordinary pilot. As a newborn, her first outing was to the Los Angeles County Airport Air Show. Her father's love of airplanes and flying inspired her to want to fly and air shows captured Jacque's

interest from an early age. She was introduced to aerobatics in 1986, when she received her pilot's license and was convinced that aerobatic flying was her destiny.

She entered the International Aerobatic Club sanctioned competition in August 2000 and rapidly progressed to the Advanced category. She continues to hone her skills through coaching from award winning air show pilot, Wayne Handley.

During the 100th anniversary of powered flight in 2003, she retired from the legal profession and realized her dream of becoming an air show pilot. She holds the distinction of being the first female pilot to enter this business at 50 years young. In the last five years, she has flown more than 40 air shows from coast to coast, entertaining over 2 million air show

fans. She has also earned four marketing awards from the International Council of Air Shows.

Aerobatics is her passion but not her only flying interest. Inspired by over 20 years watching the Reno Air Races, Jacquie trained to compete in the 2002 races in the bi-plane class. In her inaugural year, she brought an impressive 6th place showing in the Bronze class. The following year, she advanced to the Silver class and again finished 6th. Jacquie continued to race at Reno in 2003 and 2004 finishing in the middle of the Silver class. Her Reno results yielded feature articles in several publications including an article in Pacific Flyer.

Jacquie has logged over 1,850 accident-free hours in the 22 years she has flown in a variety of aircraft including a Stearman, AT-6, T-28, Beachcraft King Air, Baron & Bonanza, Aeronca Champ, Citabria, Decathlon, Lancair, Sukhol, Yak 52 and Extra 300. Her favorite aircraft is her unique Pitts S-1T. Her “Red Eagle” is one of three Pitts built to fly an air show around the Statue of Liberty during the 1986 centennial celebration, which followed Ms. Liberty’s refurbishing. The paint motif is both beautiful and patriotic. She currently holds a Commercial certificate in land based aircraft as well as a seaplane rating and holds an unrestricted, Level 1 A.C.E. card.

Jacquie has been featured in publications such as Smithsonian Air & Space, World Airshow News, Sport Aerobatics, Atlantic Flyer, Fly-Low, Pacific Flyer and In-Flight USA.

When she is not flying, she shares her love of aviation with kids of all ages by speaking in classrooms across the country. She says “It’s vital to share the passion to bring along the next generation of pilots through mentoring”. Additionally, she shares her expertise by speaking at seminars and conventions for pilots, including the Ninety-Nines, and Women in Aviation, International.

Jacquie’s love of excitement is evident in her hobbies as well. When she’s not flying, she likes to skydive, golf, play tennis and ride her Harley Davidson motorcycle in Danville, California, where she resides with her husband. Before she discovered that she would “rather fly than eat”, she also surfed, ran, took 14 years of ballet training and learned several languages.

Why does Jacquie Warda call her business Jacquie B Airshows? Because she’s Jacquie Baby!



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