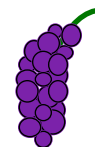


THE GRAPEVINE



EAA CHAPTER 663 Livermore, California Vol. XXVII, No. 4, March, 2008

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

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MEETING AND PROGRAM

Our April meeting will take place at 7:30 P.M. on the 3rd of April in the Terminal Building at the Livermore Airport. The program will be a presentation by Alan Brown, retired Program Manager and Chief Engineer for the F117 project at Lockheed. The title of his talk will be "Development of the Stealth Fighter" ...

EAA 663 members who attend Alan's talk are getting about \$77 worth of Alan's "Aircraft Stealth, Vulnerability and Resilience De-

sign" course just for showing up at the April meeting! You'll have more than doubled your EAA 663 membership dues 'investment', quite a feat in today's economy! We Do the Math: The five day course is 1535 Pounds UK, or about \$3070 US, and \$3070 divided by 40 Hours is \$77.

MINUTES: GENERAL MEETING, EAA CHAPTER 663, 3/6/2008, 7:37 PM, LVK TERMINAL BUILDING.

Chapter president Ralph Cloud called the meeting to order.

Seven guests introduced themselves; only one was building a RV.

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

The treasurer was not present but passed to Ralph that the chapter has \$5,133.52. 58 members have paid their dues for this year.

Business: Ralph announced barbeque dates for this year: 5/17, 6/14, 7/4 a Friday, 8/16, 9/27 and 10/25.

Eric Helms our Young Eagles coordinator was not present, but currently the rally dates are the last Saturday of each month April through October.

Tools: The chapter should get trailer license back from the Livermore police soon. It was stolen last month but recovered by the police.

Brad Olsen made another request for project pictures. Several are up on the web site. You may

e-mail them to Brad at n1tm @pacbell.net. Access to the member data base is coming.

Ralph made another appeal for those who haven't to renew their membership to the chapter.

Announcements: Next board meeting will be 3/20 at Ralph's place. Ralph covered parts of a letter from EAA headquarters concerning EAA's participation in regional fly ins.

More Business: Don Smith announced that the April meeting's program will feature Alan Brown who was in charge of the F-117 program at the Lockheed Skunk Works. He requested reimbursement for overnight expenses. It was moved and seconded that the chapter pay up to \$350.00 for this. One of the guests is a personal friend of Mr. Brown and offered to put him up for the night; he offered to contact Mr. Brown.

Don showed the new style chapter name tags that cost on the order of \$1 each. They are laminated plastic and Don has been using a borrowed laminator. It was moved and seconded to spend up to \$205 (plus tax) for the chapter's own laminator.

Member's Forum: Bob Buckthal showed a piece of thermocouple wire with frayed fiberglass insulation and cautioned those with this type of wire of possible problems.

Break: Trina Anderson brought a tray of brownies. Barry Weber brought his own birthday carrot cake. Those present sang happy birthday to Barry.

Program: Gordon Jones, the planned speaker was ill. So Don Smith showed the DVD "The Making of the Daisy Mae" a video of a retiree who turned radio controlled model into a two place biplane. Part of the DVD "The Great Circle Air Safari", a group of antique airplanes flying an air tour of the Australian outback, was shown, to be completed at a later date.

9:20: Meeting adjourned for pie.

MINUTES: BOARD OF DIRECTORS MEETING, EAA CHAPTER 663, 3/20/2008, 7:52 PM, AT RALPH'S PLACE.

The Meeting was delayed a few minutes watch an EAA video of last years Oshkosh. Copies may be raffled of at future meetings.

Ralph Cloud, Don Smith, Dick Jennings, Bob Farham, Mark Palajac, John Meyer, Bruce Cruikshank, Harry Crosby, and Bob Cowan were present.

Mark reported \$5133 funds plus 8 more dues (comes to \$5373) and 67 paid members.

Business: Ralph displayed some promotional materials sent him by EAA Headquarters (EAA Video) that can be used to spread the word.

Denise Watson, Dan Van Dusen's wife, a school teacher, is organizing a 4th graders field trip to the airport for Tuesday, May 27th at 8:00 AM. She would like some display aircraft. The Collings Foundation B-17 and B-24 will be here that weekend. She may be contacted at heligirl2@yahoo.com.

Tools: The purchase of a tube beader and a spark plug cleaner / tester was discussed.

Webmaster Brad Olsen was not present but it was reported that access to member data will soon be available to members again through a sign in procedure.

The dining room for the 2009 annual dinner the meeting place has been reserved and aviation writer Lauren Paine, Jr. will be our speaker.

Don Smith reported that all is in order Allan Brown former head of the F-117 Stealth fighter program to speak at our next general meeting. Dennis (last name?) a local pilot and friend of Allan's is flying down to Watsonville to pick him up and putting him up for the night. (He de-

serves a free membership in the chapter for all the money he is saving us.)

Around the table issues: Bob Farnam mentioned that the EAA is now offering a student membership for \$10 a year. He suggested having a drawing at each Young Eagle Rally and giving the winner a student membership in the EAA.

Respectfully submitted, Bruce Cruikshank,
Secretary

NEWSLETTER BY E-MAIL

Get your **COLOR version** of the News Letter by e-mail. Contact me at <JMeyerEZ@ewnet.net> and let me know that you want to go electronic. You will find that e-mail has advantages beyond color as this note from Mark Palajac shows:

"John, Getting them electronically has the advantage of reading them in Queenstown NZ.

Of course, the e-mail N/L won't automatically *get you to* Queenstown, N. Z., but then, where you read it is up to you. Mark gets points for using his imagination!

YOUNG EAGLES

FIRST EAA 663 YE EVENT IS APRIL 26, 2008

24 high school students from Tracy High School have signed up to participate in the chapters YE program on 26 April. The chapter YE coordinator requests maximum chapter member participation to support this particular event. Staffing needs: 10 pilots w/aircraft, 5 safety escorts, one observation deck coordinator and 2 people working certificates. I will be supplying a hot dog and burger lunch after the event, in front of my hanger #67. The YE's will be cooking the food for the pilots and support crew.

Pilot briefing starts at 9:30 AM in the terminal building, YE briefing starts at 10 am.

ARE YOU FLYING BEHIND A PRECISION AIRMOTIVE FUEL CONTROL?

Precision Airmotive has recently learned of two incidents relating to its RSA-10ED1 fuel injection servos installed on Lycoming IO-540-K engines in Piper Saratoga/6X aircraft. If you are using this fuel control, regardless of your plane model, please go to:

<<http://www.precisionairmotive.com/Publications/SA%20030308.pdf>>

MY NIDNOY/FOKKER D.VII

by John Hyde

There is an old saying: "Better" is the enemy of "Good Enough."

In spite of that great advice, several modifications have been made to the Nidnoy D.VII since the first PIREP of 9/1/06. The first was to add a new Culver 80x53 maple/mahogany prop. Performance was similar to, but slightly better than, the GSC Tech III 72x54. However, with the new prop, engine rpm was limited to max continuous (5,800 rpm). The aircraft was still butt-ugly with the original cowling.

I have since:

1. Inverted the gearbox on the HKS engine;
2. Raised the engine 6" with a new motor mount;
3. Changed/lengthened the exhaust pipes;
4. Modified the cowling for the new engine configuration;
5. Gap-sealed the elevators.

The cowling has been extensively modified to compensate for the raised engine and changed motor mount. The thrust line is unchanged vertically, but modified approx. 1 degree left to compensate for the new prop (which has complicated the cowling mod).

The old exhaust system was an HKS Type I, (approximately 18" from the cylinder head to the "tee" before the muffler.) The new custom exhaust is approx. 29" from the cylinder head to the "tee." The "tee" has been shortened approx. 2" from the HKS stock condition.

New maximum engine rpm is 6,200! The aircraft seems to have improved climb. Handling remains unchanged (still great), but the "feel" is better because the aircraft now no longer feels underpowered.



General handling is very similar to Travis Gier's Dr. 1. When I remove my feet from the rudder pedals at cruise, the aircraft tracks straight, with no yaw instability. Removing my hand from the stick, the aircraft flies straight and level (if the fuel load AND mine are just right!) Control forces are light, but not "twitchy." Stalls result in a "mush" (no real break) but a HUGE sink rate. This aircraft seems to have the glide ratio of a DROPPED rock-- VERY LOW INERTIA!!

All landings, thus far, have been done three-point to paved runways. No unusual tendencies toward ground looping have been noted. (It IS a taildragger, after all, and must be "flown" all the way to the hangar.)

Top speed: 85 mph IAS @ 6,200 rpm;
Cruise speed: 65-68 mph IAS @ 5,200- 5,400 rpm;
Stall speed: 40 mph IAS, All in all, a great improvement! The airframe ALWAYS handled well, with no surprises. Now that it has adequate power,....

I'll be happy to answer any other questions.

John B. Hyde
bikinimaotzu@yahoo.com
510-846-0423

EAA CHAPTER 663 TOOL DESCRIPTION

Scales The EAA scales are a set of four low profile digital, strain gauge weighing units with roll on ramps for each. They were designed to weigh four-wheel vehicles but three units may be used for aircraft. The units may be readout individually or all of the units may be summed together. Each unit is capable of handling up to 1500 lbs. The scale may be powered with either an internal battery or by means of a 115 VAC power pack. The chapter has established a rental fee of \$10 for each use, and a \$200 deposit is required. The easiest way is to bring a check made out to "EAA Chapter 663". The check will be returned to you when the scales are returned in good condition.

Trailer The chapter trailer is a flat-bed trailer that was designed to carry cars. It is a tandem axle trailer with a load capacity of 4000 lbs. It is equipped with a standard 4wire light connector and a 2" ball. The plywood floor is 8' x 16' and it has an extension over the tongue. There is a low rail around all the sides except the rear. There is an adapter at the rear that is designed to fit the wheels of an RV6. The chapter has been looking to replace this trailer with a lighter one that has a softer ride, but this one is serviceable. The rental on the trailer is \$20 for one day and \$30 for three days. There is a \$200 deposit required.

Bead Blaster We have a large bead blaster that is located in Roger Hansen's hangar and can be reached through Bob Farnam's or Bob Buckthal's hangar. This is a self-contained unit equipped with a large compressor. If you don't know how to use it – ASK. Don't bring oily items into the bead blaster as it will contaminate the abrasive charge. It is excellent for removing rust and scale from metal parts.

Panel Punch The panel punch is designed for either 2.25 or 3.13" gauges. There is also a template to locate gauge mounting holes accurately. The punch is screw operated and suitable for aluminum panels up to about 1/16" thick.

"G" meter The G meter is a 2.25" meter which has a temporary mount. It is a mechanical type and is intended to be used for initial flight testing. No rental fee. May be checked out for longer periods than one week.

Antenna Meter The antenna meter has a number of functions, but the primary use for us is to employ its internal rf oscillator to tune and measure the VSWR of your antennas. If you are installing new antennas or you suspect a problem, the meter may help you to diagnose the trouble or confirm the tuning and VSWR of the installation.

Field Strength Meter The field strength meter is a non-powered meter that can measure the rf field strength around the antenna. Primary use is to get an idea of the strong and weak directions of transmission around an antenna - in other words, to determine the directional characteristics of the antenna.

Photo Tachometer This is a photo tach that is designed to remotely measure the rpm of an engine by watching the light reflections from the

prop. It is handy to calibrate your own built in tachometer, particularly mechanical ones.

Load Dynamometer This is a self-contained tension meter that may be used to measure either pull or weight in the hundreds of pounds. It is self-contained and mechanical.

Drill Doctor This is a semi-automatic drill-sharpening machine to sharpen twist drills of several types. Minimum size is 3/32 and max size is 3/8. This tool is to be used in place at hangar 113. Bring the drills you want to sharpen.

Wire Marker We have a Kroy shrink tube wire marker system. This will put indentifying words or numbers on your wires. You must get your own shrink tubing in the appropriate sizes for your project. The wires must be marked before terminals are added. It's best to make up a list ahead of time and make your markers all at one time. It is not intended that you check out the machine and keep it for months while you wire your airplane, although you may take it for a week at a time.

Flaring Tool We have a flaring tool for making a standard 37 degree flair on tubing. Again, it is not for you to keep for months while you build your airplane, but you can either use it in Hangar 113, or check it out for a week at a time.

Terminal Crimper We have a heavy duty terminal crimper suitable for crimping terminals on large gauge bus cables.

General Policy Tool borrowing time except for the trailer or the "G" meter is one week. Tools checkout may be extended one week at a time if no one is waiting for it. Contact Bob Farnam or Bob Buckthal if you want to extend. We maintain a waiting list for tools that may be in use when you want it.

The bead blaster and the drill doctor are to be used in place. The bead blaster is in Roger Hansen's hangar (115) and the drill doctor is in Bob Farnam's hangar (113).

There is a \$200 deposit required for the trailer and the scales. You can bring a check made out to "EAA Chapter 663". The check will be returned when the item is returned undamaged.

There is a rental fee for the trailer and scales to cover maintenance and eventual replacement.

Tools must be checked out in hangar 113. Contact Bob Farnam at 925-989-5035 to make arrangements.

Tools are for the use of EAA 663 current members only.



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