



# THE GRAPEVINE



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

Vol. XXVIII,



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## March Meeting And Program

**NOTICE:** Our May meeting will take place at 7:30 P.M. on the 7th of May. The meeting will be at the terminal as normal.

### Calendar:

Month	Date	Speaker	Topic
Apr	2	Alan Brown	F117 Development
May	7	Jacquie Warda	Aerobatics
Jun	4	Jack Burke *	P51 Project
Jul	2	Chapter Airplanes	About 4, 10 min Pres
Aug	6	Barry Weber, et al	Oshkosh Air Venture
Sep	3	Max Trescott *	Flying SF Bay Tour
Oct	1	John Youngblood *	Flying B52's **
Nov	5	Chris Lowery	Aviation fuel expert
Dec	3	Bruce Cruikshank	Attack Jets **

\* Waiting for schedule confirmation.

\*\* Waiting for program confirmation

**Our May Program** will feature Jacquie Warda

Jacquie 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 Jacquie'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 100<sup>th</sup> 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 inagural year, she brought an impressive 6<sup>th</sup> place showing in the Bronze class. The following year, she advanced to the Silver class and again finished 6<sup>th</sup>. 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.

Jacque 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.

Jacque'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 Jacque Warda call her business Jacque B Airshows? Because she's Jacque Baby!

**MINUTES: GENERAL MEETING EAA CHAPTER 663, 4/2/09, 7:30 PM, TERMINAL BUILDING, KLVK**

**Chapter president** Ralph Cloud called the meeting to order.

**Two guests** introduced themselves, Charlie Anderson, Dave Anderson's father, and Allan Brown our guest speaker.

**The minutes** for the March meetings were approved as shown in "The Grapevine".

**Treasurer Mark** reported \$5559.35 in chapter funds, after the \$100 donation to the Wathen Foundation. His report was approved.

**Business:** Ralph, after a decision by the board of directors, introduced a motion concerning use of the chapter scales. The Motion: Use of the chapter scales shall be free to members for the first 24 hours, and the member will be assessed a \$5 charge for each 24 hour period thereafter. It was so moved and seconded. After some discussion the motion was passed by unanimous vote.

**Tools:** The board had also decided to revisit the chapter's purchase a dynamic propeller balancer. Barry Weber led the discussion by describing the recent success he had using a borrowed balancer to greatly reduce the vibrations in a problematic RV-4 (aka Cover Girl) that had resisted the efforts of two professional balance attempts. The key is taking the time to do it right (I can also report a BIG reduction in vibration levels in the aircraft at all RPMs. b/c). The DynaVibe manufactured by RPX Technologies that sells for \$1495.00 is the unit in question. There was some discussion about the merits of this unit. It was moved, seconded and passed with one dissenting vote for the chapter to purchase the DynaVibe. There was also some talk of obtaining the camera type bore scope; a sample will be brought to a future meeting for evaluation.

**Bob Farnam** showed the set of 500-05 Cleveland wheels and brakes donated to the chapter by Emery Robinson. They are for sale; there were no takers.

**The Chapter Picture Project:** Send your pictures (airplanes, projects, airplane nuts) to [photos@eaa663.org](mailto:photos@eaa663.org) so Brad Olsen can include them on the chapter website.

**Barbeques:** The first one of the year will be May 9<sup>th</sup>. The gate code at the north east gate will be 45663 for the duration of the barbeque for non tenants.

**Trina Anderson** passed on for Jeffry Larson that no one guessed the identity of the mystery airplane. It was registered as a RV-6A even though it was shown with a tail wheel. The Garmin 696 was sent back to the sponsor.

**Announcements:** Next board meeting will be 4/16 at Ralph's place. Next meeting will be 5/7.

**Break and then program:** Don Smith introduced Alan Brown chief designer of the F-117 stealth fighter. He gave a great dissertation on designing an airplane where the aerodynamics are dictated by principles of reduced radar return, and how those principles have evolved to become the F-22. Fascinating, thank you Alan.

**Meeting** adjourned for pie.

**MINUTES:** BOARD OF DIRECTORS MEETING, 4/16/2009, 7:37 PM, RALPH'S PLACE.

**Ralph Cloud**, Brad Olsen, Dick Jennings, Bob Farnam, Bob Cowan, Barry Weber, Bruce Cruikshank, Mark Palajac, and Jeffry Larson were present.

**Treasurer Mark** reported \$5,536.75 in chapter funds before purchase of DynaVibe.

**Chapter sponsorship** of a young person to EAA Academy: John Ewin in an e-mail to Ralph passed on information concerning the cost of sending a person to one of the EAA Academy programs that range from \$675 to \$1000 excluding travel to and from Oshkosh. After some discussion it was decided that some form of fund raising for such a program be developed.

**Tools:** Mark will order the DynaVibe propeller balancer. There was discussion of charging for use of some of the tools. A list of the chapter tools will be placed on the website. It was suggested to follow the lead of some other chapters and include a list of tools own by members that they will loan to others. There was talk of the need to have a single person coordinating tools use and have a couple others aid in access to the tools.

Jeffry Larson has come up with a couple sponsors for the newsletter.

Brad Olsen is making progress in getting the chapter members database working on the chapter website. He knows what is wrong and now needs to figure out how to fix it.

The first barbeque of the year is May 9<sup>th</sup>. Other dates are June 7<sup>th</sup>, July 4<sup>th</sup>, August 15<sup>th</sup>, September 12<sup>th</sup>, and October 24<sup>th</sup>. Gate access will be 45663 at northeast corner for those events.

The fee for the use of the Larkspur Room for the annual dinner January 23, 2010 is \$1390 - \$500 (deposit) = \$890. !!!!. There was a discussion of other less expensive locations. (Suggestions are welcome.)

Announcements: Tracy Airport Anniversary and Open House is April 25<sup>th</sup>. The Golden West Fly-in is looking for sponsors.

Next meeting is May 7<sup>th</sup>.

Meeting adjourned for pie.

Respectfully submitted, Bruce Cruikshank, Secretary.

## Feedback/Questions/Suggestions

**Any and all feedback is welcome. In order to make the newsletter entertaining, informative and above all else, something that you enjoy reading every month please take a few minutes to send suggestions, tips, corrections or any other feedback to:**  
[president@eaa663.org](mailto:president@eaa663.org) or [jeffrylite@comcast.net](mailto:jeffrylite@comcast.net).

### Mailbag:

The chapter received several emails asking for help and/or participation at several local events. Please check them out at the [EAA Chapter website](#). Remember that we are doing this as a "labor of love" and there can never be too much of that. Click on the link of the website above and spend a few minutes planning how you can contribute to the cause.

I was approached this month by Bruce Lindeman, airport manager at Tracy Airport. He is interested in getting sponsorship from the City of Tracy, along with any additional help for creating a “youth program” with the possibility of building an airplane. He mentioned the Sonex as one of the possibilities since there are now 3 in the Tracy area. This would give the youngsters an opportunity to build an airplane and along the way, because of being able to touch and feel, as well as the possibility of getting a ride in one, would go a long way to keeping them inspired. There are many hurdles yet to overcome, including but not limited to City Council support and approval, signing up the appropriate “help”, volunteers and even the students themselves. This fits into the recent chapter discussions about what our chapter can do to benefit budding young aviators. Please provide any feedback and bring this up as a topic of discussion at this month’s chapter meeting.

**“Grapevine Talking”** This month is on hold this month due to some scheduling difficulties. We will resume with our regular interview feature next month. For those of you that haven’t taken the opportunity, experience breakfast with the chapter at the Livermore Bakers Square every Saturday morning at 8:00 AM. If you haven’t been to the chapter [website](#) lately, take the opportunity to stop by and view the excellent work by Brad Olsen.



**In place of Grapevine talking this month, we received a letter from our guest speaker at our Chapter dinner in January, Lauran Paine Jr.**

Ties That Bind  
Lauran Paine Jr.

Once upon a time EAA Chapter 663 in Livermore, California invited me to their banquet. And they asked me to give a talk. I don’t give speeches (they make me nervous) but I do give talks. Mostly I give them because I get to meet a lot of very nice people. The EAA is full of them and Chapter 663 is no exception. Here’s how the magic works: My first evening in town, Harry and his lovely bride, Lynn,

picked me up at my hotel and we three went out for dinner. Know that we’d never met but still managed to talk the evening away over a delightful Italian meal. Like old friends. Which is what we became. Which is what happens when you meet people who build airplanes and love to fly and who work hard and raise good families. There’s nothing particularly magic in all that; it’s the connections between people of like minds that I find magical. It’s like you’re ‘instant old friends.’ And I like that a lot.

The next morning Harry picked me up again, this time in his ‘airport car,’ as opposed to his ‘go-to-town car’ of the evening before. I liked Harry’s airport car. You know the type: a little faded paint here and there, what’s left of the seat cushions wraps around you, and the door clangs as much as it closes. It was of some year and some type. Doesn’t really matter. As Harry said, “It runs good. Why get rid of it?” Exactly! And it got us to the restaurant where we were meeting ‘the guys’ for breakfast.

At the restaurant, a bunch of smaller tables were pushed together to make one long table. Conversations-- mostly about things-airplane --were already in full bloom when we arrived. The waitress was in full action, too. She seemed to know most of the guys and was able to take their orders and not miss one beat of the banter all at the same time. Nicely done! Someone pointed at a guy across the table from me, a couple chairs down on the left, and said, “That’s Bob. Whatever bad time you want to give him, go ahead. He deserves it.” Bob just smiled. I could tell: Bob was a character. The good kind. For now we’ll call him “Pink Bob.” (More on that later.)

I’ve noticed something about a table full of conversing pilots. The conversations are generally wide ranging, sometimes animated, and generally entertaining. But...here’s the switch....if someone brings up a problem they’ve had with their airplane, be it engine, electrical, or whatever, all heads turn to focus on that problem. Someone wants to have the tidbit of knowledge that will help the other person. And with the experience that abounds around a table at such gatherings, someone generally does. And why do they want to help? Because *they* have all been helped at one time or another.

And they know how appreciated and essential such help is. It's one for all and all for one: the aviation bond.

After breakfast, we drove the "HarryMobile" to the Livermore Airport (KLVK). Let the fun begin; we had pilots to meet and projects to visit. KLVK is a 'towered' airport, with two parallel runways, 7 and 25, one short, one long, all framed by green rolling hills in the distance. There are hangars on both sides of the airport and we zig-zagged around and between a bunch of them, meeting friends and making the ties that bind.

Harry and I stopped and talked to Dick, who was doing his annual condition inspection on his RV-6. His airplane is sort of an orange metallic color, until you walk around it a bit and then it turns rather green. How do they do that? I don't know. Dick asked us about a wire routing that he was considering. Harry and I gave him our two-cents worth. It all reminded me of my home airport: if you have a question, you ask it. As a homebuilder the final decision is yours but the smarter you are about something, the better.

Then we went to another hangar that had an RV-7A under construction in it. Rumor had it that the builder/pilot was almost ready to start his engine for the first time. Pilot's name? Bob. Here's where I break in and tell you that EAA Chapter 663 has either four or five...I don't remember exactly..."Bob's" in it. Which is why I had to start differentiating them. This particular Bob had a Mattituck engine (which he went to the factory and built) on his airplane. He, therefore, became Mattituck Bob. (Remember Pink Bob? His airplane is pink.) And Mattituck Bob *did* start his engine for the first time, after checking and doing all that must be done, such as oil, checking the plugs, briefing the start, all that stuff. He cranked it once. He cranked it twice and...it started! Mattituck Bob's smile was big, as were the many smiles in the gathered crowd. 'First Start' is a big deal! I was honored to be a part of it.

At Mattituck Bob's hangar I met Dave, who once worked for Burt Rutan. Dave has, you might guess, a fiberglass airplane, a Velocity. Then Dave showed me another Velocity in a hangar a couple doors down.

It was *pristine*. Not a flaw, near as I could tell. It belonged to John, former USAF pilot. His workmanship made sense: his hangar was very neat and organized, too. I didn't get to meet John. He wasn't there. But his workmanship represented him quite well.

All the while we were visiting hangars and projects, there was a Champ going round-and-round in the traffic pattern. I was told it belonged to the local flight school. A flight school with a Champ! Now that I like a lot!

Back into the "HarryMobile" we went to continue our journey within the matrix of friendship that exists at the Livermore airport. Next stop, I met Bruce Cruikshank, former US Marine A-4 pilot. He built an award winning RV-4 and was on the cover of the January 2001 issue of Sport Aviation. He's a very talented, friendly and inspirational kind of guy. He fits right into the 'Band of Builders' at KLVK. He's now working on yet another RV project.

After meeting Bruce, we went to Pink Bob's hangar. What's in it? A flying pig. A tool box with drawers labeled "big squeezey things" and "little squeezey things" and "pointy things." A picture of his wife. And Dick's airplane.

Let me tell you the story about Dick's airplane. Dick has other stories, too, but I'm just going to tell you one about his airplane. Glasair. On the side it says, "Slippin' the Surly Bondo." Arriving at Livermore from another airport, Dick couldn't get the nose gear to extend. Try as he might. He had to land with it retracted. As you might imagine, it ground a few things, like the underside of the cowling and a bit of the spinner. Enter Pink Bob, whose pink airplane is also a Glasair. Pink Bob moved his Glasair into another hangar so Dick could put his airplane in the hangar with the big-and-little-squeezey-things tool box and start repair work. And that's where I left it: they'd found the problem, fixed it and were about halfway through putting the airplane back together. Except while I was there, the 'bondo guys' couldn't find any cleco pliers in the big-squeezey-things drawer. Harry loaned them his.

Members helping members, but even more than that, friends helping friends. All under the oversight of a flying pig.

Then we visited Harry's hangar and his RV-6. (He told me he was saving the best for last.) Very nice! Very cool paint job. He keeps it covered even while inside the hangar to keep the nasty dust off. (I understand: I do the same thing with my airplane.) His e-mail sign-off is his name, N-number and the hours on his airplane, now at 550. His e-mail signature is a running commentary of his airplane's flight time. Pretty cool.

Then we went to see...you guessed it...another Bob. This one: Banjo Bob. Banjo Bob had a very nice RV-6 in his hangar. But then we went to visit Banjo Bob's heated and air-conditioned shop on the hill by his house. In it is an RV-10 under construction. Fancy panel, lots of wires, neat airplane. And neon signs on the wall with saxophones on them. Okay, I can imagine you now with furrowed brow asking, "Banjo Bob has saxophone signs?" I'll break the code for you: Banjo Bob plays both the saxophone and the banjo in Chris Bradley's Traditional Jazz Band. He gave me a CD. They are *very* good. And the name 'Banjo Bob' sounds better than 'Sax Bob' so Banjo Bob it is. He's a very nice gentleman.

I visited a lot of hangars on the day of my Livermore visit. One of them had a self-propelled bar stool in it. I was told it's best to drive it early in the evening because it has a really high center of gravity. Whose hangar was it in? I don't remember. So, tell ya what: meet me at KVLK and we'll go look for it. You do the asking.

That evening was the dinner banquet. When it was my turn to talk I said, "Everybody in here raise their hand whose name is Bob." You can imagine the response. And away we went. We had a great time.

Okay, back to the earlier dinner with Harry and Lynn, where this story started. The conversation got around to cars. Harry and Lynn, who have been married more than forty years, once had a VW Beetle. Lynn mentioned that she didn't like it because Harry had traded- in what she considered to be a much cooler

car. So I told them of my restored '64 VW Beetle. I invited them to Salem-- it's the least I could do to return their hospitality --and sweetened the deal with the promise of a ride in my Bug. Lynn rolled her eyes but there was a hint of a smile, too. When Harry flies up, she'll be with him. You wait and see.

After hangin' out at KLVK I came to the conclusion that these guys are going to live a long time. Why? Because they all laugh a lot.

**Cool video's found on the internet.**

[Don't try this at home!](#)

[A girl, a kite and a big fan!](#)

[An Aquaplane.](#)

[A wheel landing on water](#)

[A little Acro anyone?](#)

**What is it? From last month  
Sponsored by:**



Last month, despite several valiant tries, no one correctly identified the RV6A. It is owned by Jerry Huether of Brookings, OR.

He has a website at [www.letsbegraphic.com/rv](http://www.letsbegraphic.com/rv). The N# is N168AL and it is currently for sale. Special thanks to lifetime chapter member Thomas Moore for his contributions to last month's contest.

The EAA 663 Chapter newsletter is now sponsored. Aircraft Spruce has graciously donated a "box" of prizes to be awarded for the first correct identification of the monthly "What is it?" Please send them a note of thanks or at least mention your appreciation when you make your next order for your latest project.

Additional sponsors are being sought and contributions to the prize bucket will continue to be added. Submit your answer to the newsletter editor to be eligible for a prize to be awarded each month at the regular chapter meeting. **You must be present to win.** Winning entries will be decided by the email that is received with the earliest time stamp and the correct naming of the make/model of the pictured airplane.

Winners that correctly identified the winning make/model that do NOT attend the meeting will forfeit the prize to the next available submission.

The correct, first answer that attends the monthly meeting will be declared the winner. You will be notified of the winning entry at the monthly meeting. The winning entry that DOES attend the meeting will receive his/her prize at that time.

Should no one correctly respond with the winning make/model, the prize will be returned to the sponsor(s). Being part of a "group" really does make a difference. Join us for the regular chapter meeting and see what prize might be coming your way. I'll give you a hint, it will definitely be aviation related. Don't be late and check your email for the newsletter.

## What is it?





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