



THE GRAPEVINE



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

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Officers

President Ralph Cloud 449-1048
Vice President Don Smith 785-5824
Trea\$Urer Mark Palajac 454-0627
Secretary Kirk Knight 510-390-0840
Program Co-Ord Don Smith 785-5824
Tech Counselor Dave Dent 447-8055
Tech Counselor Gordon Jones 447-1549
Tech Counselor Bob Sinclair 935-7465
News Letter Emeritus John Meyer
News Letter Editor Jeffrey Larson 209-608-5981
Flight Advisor Barry Weber 963-0824
Flight Advisor Bob Farnam 449-1513
Young Eagles Trina Anderson 209-832-1162
Librarian Alan Thayer 582-7274
Web Editor Brad Olson 866-9289



Mailbag: Disposal of Old Chapter Air Compressor

We have finally finished the task of replacing the air compressor used for the Chapter bead blaster and are ready to find a new home for the old compressor. To ensure that all interested chapter members have a chance to "win" the old unit, we will have a sealed bid auction, here is the process.

Any chapter member interested can submit a sealed bid, mailed or delivered by hand to the Chapter President.

Mail to: Ralph Cloud, 1051 Redondo Way, Livermore, CA 94550 Mark on the envelope "EAA COMPRESSOR".

The bids will be opened at the January 2011 Board of Directors meeting, January 20, 2011. The highest bidder will be the proud owner, if that member defaults, we will go to the next highest bidder. If there are identical high bids, the earliest postmark will take precedence.



Board Of Directors

Bruce Cruikshank 510-886-6897
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Brad Oliver 925-443-1135
Bob Farnam 449-1513
Dick Jennings 862-2345
Bob Cowan 373 0555



December Meeting And Program

NOTICE: Our December meeting will take place at 7:30 P.M. on the 2nd of December. The meeting will be at the terminal - KLVK.

Calendar:

Month	Date	Speaker	Topic
Oct	7	Rich Vetterli	DAR Inspections
Nov	4	John Goldsmith	iPad Aviations Apps
Dec	3	Lance Schlichter	Rocket Launches

Our November Program will feature a discussion by Chapter member, Lance Schlichter, will be giving a presentation on rocket launches from Vandenburg AFB beginning with the early days of missile launches circa 1960. Sounds like a coming of age story! Join us to hear about how it came about and evolved.

Description:

The compressor is an upright with a 60 gallon tank (Max psi on the tank is 140). The motor is 5 HP, 230 VAC operating at 3450 RPM. This sale is "as is", the compressor can be viewed in Bob Buckthal's hangar.

The reason we replaced the compressor is the compressor pump was not building pressure. The motor was running.



Ralph Cloud
President, EAA Chapter 663
925-449-1048

DUES:

Mark Palajac will be accepting checks for renewing membership and for attending the January dinner. Dues are \$30 for the year, dinner is \$25 per person, and oh yes there are 10 EAA calendars available at \$9 each. To help with the math, two dinners and dues is \$80, or throw in a calendar for a total of \$89. Checks should be made out to EAA 663. You can give them to Mark at the meeting or mail them to his home at: 25 Jacaranda Drive, Fremont CA 94539.

Meeting Minutes that were missing from October.

October 2010 Minutes 10/7/2010 Livermore Terminal Called to order 7:32 PM by President Ralph Cloud.

Guest this month was Greg Heller, friend of Dave & Carol Dent.

TREASURER'S REPORT: Mark reports a record of 98 members and \$3,405.29 in the bank after paying for compressor. Report moved and accepted. The newest member is Alan Roth of Clayton who owns a Commander and Zenith 801.

MINUTES of October moved and accepted.

LVK OPEN HOUSE set for Saturday October 2. Members are invited to line up their aircraft in the first row. We'll have two canopies and chairs. The Chapter will supply water and soda. Suggestions on providing an incomplete project to show that we really do build airplanes.

YOUNG EAGLES: Trina reports that she signed up nearly 60 future Young Eagles zgt the LVK Open House. Last Young Eagle event of the year will be October 16 at LVK.

TOOLS: The new compressor has arrived at FLAG on Stealth Court. Dave Dent volunteers his pickup to carry it the hangar. After a fee of \$83 to dump 2,860 pounds of brush not so generously deposited by the trailer thief, the peripatetic chapter trailer has found refuge at Attitude Aviation. Rich Perkins will have permission to use it.

WEBSITE: Nothing new to report from Brad.

CHAPTER DINNER: Set for Saturday January 22, 2011 at Livermore Presbyterian Church. Paul Weiss will donate a case of wine.

NEWSLETTER: Jeffrey Larson identified the mystery plane as a Kitfox Super Sport with Rotec radial engine – he stumped the stars and there was no winner.

ANNOUNCEMENTS: BBQ at Attitude Aviation on Saturday October 9th 4PM. October 21st Board Meeting at Ralph's house in Livermore. November 7 Chapter meeting.

MAILBAG: Watsonville flyin September 5. Willits Fly-in September 12. Flabob Open House September 25. Corvair College with Cory Anderson October 1-3. Open Cockpit at Castle AFB Labor Day weekend.

MEMBER COMMENTS: Corvair College with Cory Anderson at LVK over October 1-3 was very well attended. (See Rich Vetterli comments below.)

Members were alerted that during Fleet Week over San Francisco Bay to keep an eye out for a two-ship flight of F-16s with LVK local Rusty Picket in lead. (Your secretary was fortunate to be invited aboard a large catamaran on Saturday near the Coast Guard picket ship off Alcatraz with F-16s and F-18s pulling knife-edge high-g turns at 200 feet MSL. Noise reduction earplugs were highly advised.)

MAINTENANCE TIPS WITH DAVE DENT:
Changing an aviation tire.

THIS MONTH'S GUEST: Rich Vetterli
After 6 years, 6 months and 2 days of construction starting in March 2004, Rich successfully built and test flew his Zenith Zodiac CH601XLB on September 13, 2010.

Despite starting his project with minimal mechanical skills, Rich surprised his wife by completing and successfully flying an airplane. He even built his own engine by attending three William Wynn Corvair College events. Rich provided a few highlights of having to rebuild his center spar, including drilling out 462 rivets, follow the AD. He noted that the mod made the aircraft obviously stronger and despite the delay he felt it was well worth the security.

He had heard horror stories about Zenith final inspection, and the Oakland FSDO said it would take six months just to schedule. Rich retained Justin Lowe, an A&P with a shop in Oakland, for a fee of \$500. For that fee Justin will make two visits in the event a problem is identified at the first inspection. Justin spent about 3.5 hours going over the plane and asking questions. With the important papers signed and placards in place, Rich was ready for the next step.

Rich asked for a big flyoff box and was pleased to receive an area from Columbia to Visalia. He'd long considered the choice of test pilot and decided to first take some instruction on a similar low wing plane before making his decision. He then conducted several high speed taxi tests up to 45 knots. (Dave Dent warns that pilots should treat every high speed taxi as a potential takeoff and make appropriate plans.) After

those experiences Rich felt sufficiently confident to invite his wife to come out to LVK for his first flight.

Rich found his first flight to be exhilarating. The Zodiac is very light, a mere 806 pounds empty with a 110 HP Corvair engine with William Wynn mods, resulting in an impressive climb. He's a big guy, so flying solo he experienced a heavy left wing, more than he'd expected.

Rich had video of his flight showing a high first approach for an intended touch-and-go and a wise go-around. Several members complimented him on his decisive action to not try to force a landing. He came around for the planned second landing and made it look easy. His taxi to the terminal featured the soon-to-be-famous Zodiac grin.

Every builder fantasizes about this moment, and the one that follows when your spouse turns to the camera and says, "I never thought he'd do it! I'm so impressed!" She is so impressed she's ready to fly with him to visit family up and down the state.

Congratulations Rich!

EXTRA SPECIAL TREAT:

Our guest for the meeting, Greg Heller, was coaxed into telling us flying stories about Africa. Greg is very humble and was not prepared to speak, but once he started talking about flying he relaxed and the membership came to rapt attention. It became obvious his flying was much more than a job.

Greg flies for Missionary Aviation Fellowship (MAF.org) in the Democratic Republic of Congo (DRC) in Africa. MAF is a non-profit faith-based charity that flies in 42 countries, and their extensive experience over decades was obvious in Greg's methodical description of their aircraft, operation and flight procedures.

For the past 17 years Greg and his family have lived in Kinshasa, the capital with 8 million people. A bit of history reminded us that previously the country was known as Zaire, and before 1960 it was the Belgian Congo. Citizens of the DRC are currently among the poorest in the world, having the second lowest

nominal GDP per capita of a mere \$300 per year, ahead of Zimbabwe.

For comparison, Greg noted that in DRC a 55 gallon drum of avgas is \$618, or \$11 a gallon. Jet A for the Caravan is about \$1.16 a liter, or about \$4.40 a gallon. If it weren't for outsiders like MAF there would likely be no planes in the back country of DRC.

As a result of its equatorial location, the Congo experiences large amounts of precipitation and has the highest frequency of thunderstorms in the world. The annual rainfall can total upwards of 80 inches in some places, and the area sustains the Congo Rainforest, the second largest rain forest in the world (after that of the Amazon).

Their primary aircraft are 206s, 207s and a Caravan. He mostly flies a 206 which has a few mods based upon MAF experience. They now use IO-550s with Hartzel props and tundra tires. STOL kits and Robertson drooping tips are also called for due to short runways and solid feeling at low speeds. Another important addition are S-Frame seats to absorb energy on hard landings.

A typical runway is a grass strip, which Greg prefers to asphalt or gravel. If he had a choice of sand he'd want it slightly web, not totally dry. The asphalt strips can't be maintained while the grass generally is smoother. However, Greg noted a flight into grass that was a bit taller than expected – it literally came over the top of the 206. Yes, the departure was interesting.

They experience quite a few one-way airstrips with slopes. Most are in savannah areas, but much of the country is literally a huge rainforest with limited open space. The shortest runway is a mere 350 meters – with a slope to make it more interesting.

Most flights in DRC are medical related, moving people and medical supplies about 200 miles. There are very few doctors in DRC, and most of those are in Kinshasa. Most of the country is between 1,000 ft MSL and 2,500 ft, with a few fields at 5,500 ft, a couple at 4,000 ft. It's a big country, about 3.5 times larger than Texas!

You'd think with all that rain Greg would have talked about weather, but instead he spoke of the problems of visibility during the dry season when slash and burn farming results in extremely low visibility.

How do they do it? The aircraft get heavy use. The 206s are in the air 600-800 hours a year, the Caravan is 900-1,000 hours. Most MAF pilots are also A&Ps, and they're generally responsible for maintaining their own aircraft. They modify the Cessna Progressive Maintenance Schedule to their own needs. They don't overhaul or use remanufactured engines, everything is factory new for reliability. They will do top ends at 800 hours. Landing gear takes a beating and props constantly get nicked.

MAF sets up rigorous radio procedures as there is only rudimentary ATC in Congo, and no radar anywhere. They use HF radio to check in every half hour and report location. A lack of report begins an escalation. He had a bush story of a plane that had a problematic landing, slipping off a wet dike on landing. After the team helped with field repair of engine, wing and prop the pilot flew out his aircraft.

Greg is in the states for his daughter to start college, then he and his wife are off to a new assignment in Botswana. About the size of Texas, Botswana is 70% desert, the heart of the Kalahari. In addition to the change in environment from rain forest to desert, Botswana is much more middle class, with a per capital GDP of \$14,000.

Greg noted he never saw a lion in Congo, but he did see quite a few goats on his runways and once flew over a herd of elephants, unintentionally chasing them into the gardens of a village, generating anger from the villagers.

Thanks Greg & Rich for sharing your passion for flying!

MEETING ADJOURNED 9:27PM

Minutes respectfully submitted by Kirk Knight, Chapter Secretary

November 2010 Minutes
GENERAL MEETING, EAA 663,
11/4/2010 Livermore Terminal
Called to order 7:33 PM by President Ralph Cloud.
Other Board Members in attendance were Mark Palajac, Treasurer and Kirk Knight, Secretary.

New member Alan Supan has a Sonex with Jabiru 3300 at LVK. Guest this month is Griffin McArthur from Chapter 119 in Watsonville representing West Coast Sport Aircraft who flew in with an aircraft for viewing by members.

TREASURER'S REPORT: Mark reports a record of 98 members and \$3,159.58 in the bank after paying for compressor. Report moved and accepted.

Due to problems with email between chapter Secretary and Newsletter Editor MINUTES of October meeting were not available. Please accept our apologies.

The President called a break in the meeting to allow Griffin McArthur to talk about the Tecnam P2008 aircraft on the ramp and depart for home.

Griffin was representing West Coast Sport Aircraft in Watsonville, the California distributor for Tecnam. The P2008 is a Sport-LSA with aluminum wings and composite fuselage powered by a Rotax 912UL non-certificated engine.

Tecnam offers 5 LSA and one twin engine aircraft in the US, with a total of 3,500 aircraft flying throughout the world. In the US they have 7% market share for LSA, compared to Flight Design with 14% market share. The aircraft are shipped two to a container to the US, assembled and flight tested to obtain LSA airworthiness certificate.

The P2008 shown was tricked out with full glass flight deck and price of \$155,000, not including autopilot and BRS parachute.

The business resumed at 7:54

YOUNG EAGLES: Trina reports the last Young Eagle event of the year on October 16 at LVK had 11 Young Eagles flown. There were a couple of plane

problems, but all worked out well. Trina notes that smaller groups at this size are better. Next year's first Young Eagles will be in April, with 46 kids in the queue from the LVK Open House.

TOOLS: The new compressor has been stored under the watchful eye of Rich Vetterli on Stealth Court. Rich's son is due to arrive from Afghanistan later in the week – applause from all on his service and safe return. Arrangements were made to move it to Chuck Ray's hangar on Friday.

The old compressor will be sold to the member of EAA 663 who is highest bidder by sealed bid auction. The tank is good, 230 volt motor is good, but compressor is shot. Ralph suggests prospective bidders could buy a 5 HP pump and roll your own. Final procedure will be announced at December meeting. Mark your bids EAA Compressor.

A discussion ensued about the bead blast tank, window, media condition and filter. When the compressor is installed we'll get an update.

WEBSITE: Nothing new to report from Brad.

CHAPTER DINNER: Set for Saturday January 22, 2011 at Livermore Presbyterian Church at L and 4th. Speaker T.B.D.

NEWSLETTER – Jeffry Larson had to skip the mystery plane prize due to newsletter send problem. He reported that the annual Sonex Fly-in in Crossfield, TN hosted 29 out of 300 flying aircraft, quite an achievement.

ANNOUNCEMENTS: November 18th Board Meeting at Ralph's house in Livermore. December 2 Chapter meeting.

MAILBAG: Watsonville flyin September 5. Willits Fly-in September 12. Flabob Open House September 25. Corvair College with Cory Anderson October 1-3. Open Cockpit at Castle AFB Labor Day weekend.

MEMBER COMMENTS: Rich Vetterli brought in demo aircraft lighting display and pointed out the new

Andromeda light demo for fast planes needing very bright landing lights.

Trina and Dave's hangar neighbor had a tragic accident and the family will be having a hangar sale including hose and reel, Cessna 310, Goldwing in pieces and other items.

Bob Farnham had to pleasure to visit Udvar Hazy Museum in D.C. where both a Quickie and VariEze are on display –but no RV.

MAINTENANCE TIPS: Dave Dent was in attendance but due to a cold he couldn't speak.

Break for cookies.

THIS MONTH'S GUEST: John Goldsmith on iPad flight gear

John's had a lot of fun with his new 3G iPad. His most important advice was to dig an extra \$120 for the 3G and \$20 a month data plan, as the non-3G does not have GPS and would be quite limited for most flying needs.

He had to jailbreak his iPad (jail break means to enable it to operate on a network other than AT&T), a relatively easy task for a 14 year old, that voids the warranty.

Regardless of your service provider, the 3G is a cellular telephone product, not satellite XM, so you will have spotty coverage for some apps and you should not depend upon it for in-flight weather updates.

One of John's most used apps is Weathermeister by Dan Checkoway, the former Californian RV meister who has moved to Kentucky. Weathermeister requires just the Safari web browser built into the iPad and is available as a free version with ads, or at a low price can be used without ads.

John has loaded nearly all his manuals as Acrobat (pdf) files for instant access. He's also obtained all his navigation charts, terminal, IFR approach plates, and airport/facility directory and more from Skycharts,

ForeFlight, A/FD or WingX Pro. These range from \$20 to \$100 a year depending upon your choice of charts. An annual fee updates these automatically – but he recommends you do this at home or with a high speed network as downloads may take nearly an hour.

Some of these products geo-reference, that is, they track aircraft position and even track aircraft direction and rotate the map according to the direction. Approach plates are not geo-referenced – but features are rapidly being changed, so watch for version updates.

He's tried to strap his iPad to his leg, like an oversized kneepad, but in his RV this is problematic as it interferes with stick movement.

There are some surprising features available for a mere \$75 a year with ForeFlight. It has a very iPad-like graphical user interface. Charts are not perfect, but free updates are frequent with big improvements. It does not offer geo-referenced approach plates but flight planning is amazingly intuitive – just point your finger at your start and destination, drag your finger along the route and a rubberband feature changes the line and updates the waypoints. It even offers WAAS enabled GPS and ADS-B updates with an external GPS – read before you buy.

But among his favorite features is the ability to see fuel prices at a glance at airports in your region. This feature probably will pay for the entire app on your first tank of fuel. It also has radar displays, flight planning software integrated to FAA forms and Victor Airways, multiple maps, and connection to your DUATS account for weather briefings. It will show recent ATC routings and more information than you'd ever want to carry in paper on your aircraft.

He compared it to his Garmin 430W with WAAS. He'll obviously keep his 430W for IFR, but says it's easier to use the iPad at a fraction of the cost and much more capability.

Christmas is coming....

MEETING ADJOURNED 9:07PM

Minutes respectfully submitted by Kirk Knight, Chapter Secretary

November 2010 Minutes
BOARD MEETING, EAA 663,
11/18/2010 Ralph Cloud's House

Called to order 7:33 PM by President Ralph Cloud.
Other Board Members in attendance were Mark Palajac, Treasurer and Kirk Knight, Secretary. Members in attendance Barry Weber, Bob Farnham, John Goldsmith, Brad Oliver, Bob Cowan, Dave and Trina Anderson.

It's with great sadness we learned of the passing of Sherry Cruickshank, wife of Bruce, after a short illness.

TREASURER REPORT: Mark reports \$3,486.68 in the bank following 5 members pre-paying for Chapter dinner and John Ewin re-upping for 5 years.

DINNER DEADLINE for dinner reservation and payment is January 15, 2011. Chapter Dinner is January 22 at Livermore Presbyterian Church. Hall setup at 5pm, Cocktails at 6pm, we have hall reserved until 11pm.

Bob Farnham reports the compressor has been mounted and piped, but needs final wiring to 230 volt circuit. The old compressor has been moved. Glass bean media needs to be updated.

Speaker candidates include John Shirley, an example of remarkable history who was a new enlisted man on board a US destroyer in dry dock at Pearl Harbor on December 7, 1941. He later became a Corsair pilot and has had a many memorable events in his 90+ years.

In other notes Bob Cowan was in Urbana, Ohio, about 40 miles from Columbus, and just happened to learn of the newest B-17 in existence being reassembled at a local museum. Bob and his father-in-law were given a custom tour for a couple hours.

Dave Anderson has updates on the San Joaquin County Land Use Committee and Tracy Airport. One of the goals of the county is to take control back from the city which wants to permit development off the end of the runway 30 in a manner which would be

dangerous to both pilots in an emergency as well as future residents of the development.

The LVK commission is also in process of change to include 3 pilots and 2 tenants, but this is not yet adopted.

Meeting adjourned at 8:47 pm for pie.

Minutes respectfully submitted by Kirk Knight, Chapter Secretary

Feedback/Questions/Suggestions

Any and all feedback is welcome. Please take a few minutes to send suggestions, tips, corrections or any other feedback to: jeffrylite@comcast.net.

Cool video's found on the internet.

[Maglight – Made in America!](#)

[Last Airplane out of Being Plant 2!](#)

[New Chapter member's first flight - Part 1](#)

[Same member – Part 2.](#)

What is it? From last month

Sponsored by:



Last month Barry Weber identified the photo of Curtis-Wright XP-55 Ascender just prior to the start of the chapter meeting via email.



Thanks to those that called Aircraft Spruce and mentioned this contest in the newsletter as they have agreed to continue their sponsorship.

Prizes are available thanks to them. Please give them a call with your next order and tell them how much you appreciate their generous donation to our monthly newsletter.

Submit your answer to the newsletter editor to be eligible for a prize to be awarded at the regular chapter meeting. You must be present to win.

What is it?

Sponsored by:

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.



The wise man never said, "Stretch your fuel".



16610 Von Sosten Road
Tracy, CA 95304
jeffrylite@comcast.net or
President@eaa663.org