



THE GRAPEVINE



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

Vol. XXX,



No. 1, January, 2011

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Mailbag: Disposal of Old Chapter Air Compressor – Attention- Interest is Low, A Bargain in the making.

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
John Goldsmith	925-447-7362
Brad Oliver	925-443-1135
Bob Farnam	449-1513
Dick Jennings	862-2345
Bob Cowan	373 0555



January Meeting And Program

NOTICE: Our January meeting will take place at 7:30 P.M. on the 6th of January. The meeting will be at the terminal - KLVK.

Calendar:

Month	Date	Speaker	Topic
Dec	3	Lance Schlichter	Rocket Launches
Jan	6	Ronald E. Ciura	Less Told Tales
Feb	3	TBD	

Our January Program will feature a discussion by Chapter member, Ronald E. Ciura, will be giving a presentation on “Less Told Tales”. The period from 1940 to 1965 had many unique developments in aviation. Several of them were long term classified information. Were there really "American Kamikazes"? What are the origins of "Stealth"? "Less Told Tales" illustrates some of these projects that time has obscured. Some of them will continue their impact well into the future.



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.

December 2010 Minutes

GENERAL MEETING, EAA 663,

12/2/2010 Livermore Terminal

Called to order 7:31 PM by President Ralph Cloud.

Other Board Members in attendance were Mark Palajac, Treasurer and Kirk Knight, Secretary.

GUESTS: Ron Gower joined us. He has the tailfeathers of an RV-7A that he hasn't worked on for several years. His 1961 Beech Debonair keeps him busy. Also sitting in was Joe Brent who is 6 hours short of his PPL. Joe Orlock created pre-Christmas envy by quietly noting he had just received the first

shipment of his RV-12 kit. His last pilot experience was 1978, but it looks like a Sport license is in his future. There's a good likelihood one or more of our guests became members before the end of the meeting.

Minutes from last month were moved and accepted.

TREASURER'S REPORT: Mark reports a record of 11 members have renewed for 2011 and 6 signed up for the Chapter dinner in January. He has 9 calendars remaining for \$9 each. The Chapter has \$3,508.79 in the bank after paying for compressor. Report moved and accepted.

YOUNG EAGLES: Trina reports chapter members flew about 200 Young Eagle in 2010! There were a couple of plane problems, but all worked out well. Trina reviewed that smaller groups of about a 10-15 are ideal size. Next year's first Young Eagles will be in April. Check the Chapter website to enter names.

TOOLS: Bob Farnam and Barry Weber succeeded in getting the new compressor installed, wired and running! The new unit required new breakers to support the 21.5 amp 5HP 230 volt motor. It still needs new bolts to the concrete as that's a lot of mass to be moving around without solid foundation. John should get around to installing the bolts shortly.

MEMBER ALERT! COMPRESSOR SALE: Ralph detailed the procedure for selling the old compressor. **Sealed bids are due by January 20, 2011 at 7:30pm at Ralph's house – coincidentally the January Board Meeting time and location.** It will be sold to the member of EAA 663 who is highest bidder by sealed bid auction. The 60 gallon tank is good, 230 volt motor is good, but compressor does not generate pressure. Ralph suggests prospective bidders could buy a 5 HP pump and roll your own. **Mark your bids EAA Compressor.**

WEBSITE: Brad notes some new updates, more photos, bigger, better, faster, glossier – OK, he's maintaining it and deserves some thanks.

NEWSLETTER – Jeffrey Larson notes last month's mystery plane was a Curtis Wright XP55, and this month's winner is Dan Schumacher. Barry Weber

commented that the December mystery plane of a Bucker Bestman on the Barnstormers website had a typo. Our members either know their planes or spend too much time looking at pictures on the web. (Your Chapter Secretary is among the latter.)

CHAPTER DINNER: Set for Saturday January 22, 2011 at Livermore Presbyterian Church 2020 5th Street in Livermore near L and 4th. Cocktails start at 6pm. Wine is also served. Spouses and friends are invited. For a bunch of airplane – ah – fanatics, they’ll be surprised how refined we can be. Tickets are \$25.00. Contact Mark Palajac to reserve prior to January 13th.

Our guest speaker is 90+ year old Lloyd Childers, by invitation of Bob Cowan. Lloyd’s personally history is literally having a front row seat at pivotal events of US history including reporting for duty at Pearl Harbor on December 6, 1941, and serving as a gunner in a torpedo plane at the Battle of Midway, to name only two. Lloyd is a great storyteller who helps put it all in perspective.

ANNOUNCEMENTS: January 20th Board Meeting at Ralph’s house in Livermore. January 6 Chapter meeting.

MEMBER COMMENTS:

Larry Fish is getting an AirCam kit delivered to be built at LVK. His Husky is for sale with bush tires.

Dave Dent has an 0-200 engine for sale from the Vari-eze. It needs an overhaul but seems in decent condition per Dave.

Bob Buckthal brought up the pending decline of the LVK wireless internet access by Roger and asked for members who have hangars to step forward. The total cost is only \$113 a year for DSL. The South side has telco lines, but northside has no telco. Roger needs to raise the price a bit to take care of some needed upgrades. Wireless is cheaper than individual wired. See Bob if you want to join the cartel.

Brad Oliver had a question about county assessor valuation of your personal property –aka – aircraft. Is

assessment by the location aircraft is based on owner’s residence, as these may be different counties.

MAINTENANCE TIPS: Dave Dent provided insights on engine starters old and new which also turned into an overview on batteries. The new starters feature lighter weight thanks to rare earth magnets, but they demand more power to start – 30-40% more. When the engine is hot, the rare earth magnets need even more energy.

In a car this isn’t a big issue as they have 80-100 amp batteries. But a typical RV has 17 amp battery, with a large aviation battery topping out at 35 amps. Dave’s Velocity has a mere 12 amps due to weight.

Dave cautioned those with pacemakers that the new starters have a larger electromagnetic field that could affect the device.

Dave highly recommends keeping a trickle charger on your battery to keep it in peak condition. You may still have to turn off all power prior to starting your engine. If the battery isn’t strong enough to turn over the engine you could get kickback prior to TDC. Note this is not good for your engine as it could break the starter housing mounts. It’s one reason many engines are built with both an impulse coupling magneto plus electronic ignition.

Break for cookies.

THIS MONTH’S GUEST: Lance Schlichter provided a jaw dropping presentation on the US missile program at Vandenberg Air Force Base from about 1955.

Lance was the lucky guy to be standing there when the Air Force needed a tall skinny young guy with no fear of heights or tons of highly volatile rocket fuel to crawl inside a missile to replace the batteries for the range safety explosives. While visualizing that experience my note taking deteriorated.

Lance detailed the various missile programs, as well as individual launch failures and successes. This began in the days before Sputnik and then accelerated

as the US sought to demonstrate parity with the Soviet Union.

His experience began with the early liquid fuel Thor program and extended through multiple solid fuel strap on boosters for certain types of imaging platform launches. As engineers it's always interesting to explore why something doesn't work, poke at it a bit, and try again.

In Lance's field, the series of Thor failures resulted in a variety of interesting (another word for a huge explosion) that left pieces of metal scattered over square miles of ocean – if they were lucky. Along the way were discoveries about frozen oxygen overpressure relief valves, relay failures, pitch control problems, etc.

Lance is a delightful story teller who grew with the program and obviously had fun learning. Thanks for sharing your rich history.

MEETING ADJOURNED 9:08PM

Minutes respectfully submitted by Kirk Knight, Chapter Secretary

December 2010 Minutes
MINUTES: BOARD OF DIRECTORS MEETING, EAA 663, 12/16/2010, 7:50 PM, AT RALPH'S PLACE.

Ralph Cloud, Dick Jennings, Bob Farnam, Mark Palajac, and Bruce Cruikshank were present.

Treasurer Mark reported \$3831.22 in chapter funds with 99 members for 2010. Only 14 dinners at \$25 each have been sold.

Business: The chapter needs a new vice president. Don Smith's, our current VP, current job pretty much requires that he live in Italy. Ralph made an appeal to anyone present or ANYONE ELSE WHO IS INTERESTED to volunteer for the job.

Tools: Ralph received a request from the airport that the chapter have a fuel caddy to aid in fuel handling

when airplane fuel tanks must be drained for maintenance and calibrating fuel gauges. It was decided that the numerous five gallon plastic fuel containers on the airport are adequate. There have been no bids on the old air compressor. Bidding will remain open for at least another month.

Bob Cowan is giving a tour for a school airport visit on January 22, and would like some help.

The annual dinner, January 22, at the Presbyterian Church, 4th St Livermore, the menu:

Appetizers: Meat Balls and Tortilla Pinwheels

Salads: Caesar, Pasta and Three Bean

Entrees: Tri-Tip Roast Beef and Gravy and Teriyaki Chicken

Starch: Garlic Herb Mashed Potatoes

Vegetable: Green Beans

Desserts and Wine/Drinks supplied by us.

Our speaker will be Lloyd Childers, a WW II veteran and great speaker of tales relating to aviation.

Program for January meeting: We've got nothing. Project reviews?

Announcements: Next meeting will be 1/06/2011 already! Board meeting follows on the 20th.

Meeting adjourned for pie.

Respectfully submitted, Bruce Cruikshank for Kirk Knight 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.

[NYC by air or at least air video.](#)

[Oakland Airport - Time Lapse Takeoff-Landings](#)

[40 Celeb's singing "Let it Be". Worth Watching!](#)

[Just a spot on a Nat's A....um...Well, you get the picture.](#)

What is it? From last month

Sponsored by:



Last month Dan Shumaker identified the photo of Bucker Bestman as was advertised on Barnstormers last month. **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.**

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.



Always have a backup plan. Have one right up to the time you close the hanger doors to go home.

Editor's note:

I noticed when changing the Roman Numeral on the header to start the new year that the entire year was encompassed by an incorrect numeral, at least according to the website [YourDictionary](http://YourDictionary.com).

This past year, each issue featured XXVIII which I incorrectly configured last January. I have not researched this, but that number tells me that this newsletter has been published for what is now our 30th year. I am proud to continue the tradition for this chapter and for EAA. I hope you find value in this publication and will continue to strive to make it interesting and relevant each and every month.

We look forward to your participation in the chapter, whether it be at Young Eagles, Airport Appreciation days, Flyins/Flyouts, Chapter Breakfast or showing your face at the monthly meetings. I am constantly amazed at the amount of information that is exchanged during the break of the meetings and how often those discussions continue at pie later, and often at breakfast the following Saturday.

If you haven't been to the meeting lately, come on down to the airport this Thursday and see if you don't get involved in one or more enlightening and often entertaining discussions. You will be surprised at how much knowledge is shared on a regular basis. I thank you for your time and interest and look forward to an exciting New Year in EAA 663 Aviation.

Jeffrey – EAA 663 Newsletter Editor.

What is it?
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