



THE GRAPEVINE



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

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Meeting And Program

NOTICE: Our December meeting will take place at 7:30 P.M. on the 7th of December. The meeting will be at the FBO (Five Rivers Aviation) on the grounds at KLVK.

Month	Date	Speaker	Topic
October	5th	Leanne Anderson	99's Womens Flyers
November	1st	Jim Kaschmitter	Batteries!
December	7th	Tony Wright	Stinson Club

For our December Program: Tony Wright, will be talking about the international Stinson Club and the restoration process of a Stinson Reliant.

Thanks, John Youngblood!

Old Guy and a Bucket of Shrimp

It happened every Friday evening, almost without fail, when the sun resembled a giant orange and was starting to dip into the blue ocean.

Old Ed came strolling along the beach to his favorite pier.

Clutched in his bony hand was a bucket of shrimp. Ed walks out to the end of the pier, where it seems he almost has the world to himself.

The glow of the sun is a golden bronze now.

Everybody's gone, except for a few joggers on the beach.

Standing out on the end of the pier, Ed is alone with his thoughts... and his bucket of shrimp.

Before long, however, he is no longer alone.

Up in the sky a thousand white dots come screeching and squawking, winging their way toward that lanky frame standing there on the end of the pier. Before long, dozens of seagulls have enveloped him, their wings fluttering and flapping wildly.

Ed stands there tossing shrimp to the hungry birds.

As he does, if you listen closely, you can hear him say with a smile, 'Thank you. Thank you.'

In a few short minutes the bucket is empty.

But Ed doesn't leave.

He stands there lost in thought, as though transported to another time and place. When he finally turns around and begins to walk back toward the beach, a few of the birds hop along the pier with him until he gets to the stairs, and then they, too, fly away.

And old Ed quietly makes his way down to the end of the beach and on home

If you were sitting there on the pier with your fishing line in the water,

Ed might seem like 'a funny old duck,' as my dad used to say.

Or, to onlookers, he's just another old codger, lost in his own weird world, feeding the seagulls with a bucket full of shrimp.

To the onlooker, rituals can look either very strange or very empty.

They can seem altogether unimportant maybe even a lot of nonsense.

Old folks often do strange things, at least in the eyes of Boomers and Busters.

Most of them would probably write Old Ed off, down there in Florida ...

That's too bad.

They'd do well to know him better.

His full name:

Eddie Rickenbacker.

He was a famous hero in World War I, and then he was in WWII.

On one of his flying missions across the Pacific, he and his seven-member crew went down.

Miraculously, all of the men survived, crawled out of their plane,

and climbed into a life raft.

Captain Rickenbacker and his crew floated for days on the rough waters of the Pacific.

They fought the sun.

They fought sharks.

Most of all, they fought hunger and thirst.

By the eighth day their rations ran out.

No food.

No water.

They were hundreds of miles from land and no one knew where they were or even if they were alive.

Every day across America millions wondered and prayed that Eddie Rickenbacker might somehow be found alive.

The men adrift needed a miracle.

That afternoon they had a simple devotional service and prayed for a miracle.

They tried to nap.

Eddie leaned back and pulled his military cap over his nose.

Time dragged on.

All he could hear was the slap of the waves against the raft...

Suddenly, Eddie felt something land on the top of his cap.

It was a seagull!

Old Ed would later describe how he sat perfectly still, planning his next move

With a flash of his hand and a squawk from the gull, he managed to grab it and wring its neck.

He tore the feathers off, and he and his starving crew made a meal of it - a very slight meal for eight men.

Then they used the intestines for bait

With it, they caught fish, which gave them food and more bait . . . and the cycle continued.

With that simple survival technique, they were able to endure the rigors of the sea until they were found and rescued after 24 days at sea.

Eddie Rickenbacker lived many years beyond that ordeal, but he never forgot the sacrifice of that first life-saving seagull...

And he never stopped saying, 'Thank you.'

That's why almost every Friday night he would walk to the end of the pier with a bucket full of shrimp and a heart full of gratitude

Reference:

(Max Lucado, "In The Eye of the Storm", pp...221, 225-226)

PS:

Eddie Rickenbacker was the founder of Eastern Airlines.

Before WWI he was race car driver

In WWI he was a pilot and became America 's first ace

In WWII he was an instructor and military adviser, and he flew missions with the combat pilots.

Eddie Rickenbacker is a true American hero

And now you know another story about the trials and sacrifices that brave men have endured for your freedom.
As you can see, I chose to pass it on. It is a great story that many don't know...
You've got to be careful with old guys,
you just never know what they have done during their lifetime.

NOVEMBER 2017 MINUTES: GENERAL MEETING EAA CHAPTER 663, 11/2/2017, 7:32 PM FIVE RIVERS AVIATION MEETING ROOM, KLVK.

Chapter President John Goldsmith gaveled the November meeting to order. Also in attendance were Vice President Chuck Ray and Secretary Kirk Knight. Treasurer Mark Palajac provided a written report. About 27 people, including guests, were in attendance.

We had several guests. First guest was Henry Herndon. He is new in town but has friends in aviation and is “all about building stuff” and is curious. He’s building an electric motorcycle as proof he likes building stuff.

Second guest was Barker Carlock. He has been a private pilot since age 17, recently moved from Pennsylvania, finished his engineering degree and said, “I think it’s time for me to build a airplane.” Warm applause welcomed prospective builders, combined with a few caveats from Chuck Ray about avoiding a clean sheet.

John noted that a review of the October edition of “The Grapevine” Minutes and Newsletter was missing Board Member Bruce Cruikshank. Our apologies to Bruce. Correction, Howard Ruth, is building a ¾ scale Fokker Dr.1 triplane of WW1 era – the Red Barron.

TREASURER’S REPORT: Mark Palajac was not present but John reported on paper to John that we have 89-91 members and about \$6,500 in the bank. We’re looking for ideas for use of those funds to benefit the club.

YOUNG EAGLES: Trina and Dave Anderson were not in attendance. They had a very successful year of Young Eagle events and we’ll hear more about the numbers of Young Eagles, Pilots and Volunteers at the January dinner.

EAGLE FLIGHTS: John Youngblood reported the Livermore Open House was very successful and resulted in signing 26 prospective Eagle pilots. John estimates that with current history we can anticipate about 5-6 of those interested will proceed into the Eagle program and start flying lessons. Mentors are standing by.

TOOLS: Bob Farnam, Tools manager was not in attendance, so John Goldsmith spoke about previous interest in the Chapter purchasing an ELT(Emergency Location Transmitter) Beacon tester that works with both 406 121.5 MHz signals. John read off over a dozen functions that demonstrate it is much more thorough than the self-test function on the beacon. At \$648 it’s not cheap, but that makes it a useful purchase for the Chapter.

There was a motion by Chuck Ray to purchase the ELT Beacon tester as described by John. Ralph Cloud seconded the motion. Discussion brought up a number of requests for clarification of the operating features as well as more detail.

A vote in favor of the motion to purchase was unanimous. John added that he would also confirm the return policy prior to completing the purchase.

WEBSITE: Brad was in attendance. John mentioned that Brad and Trystyn are working on some updates but

Brad said those are not yet ready to release.

NEWSLETTER - Trystyn Clark was elected Vice President Elect last month. John G. explained that when Trystyn and John Youngblood went to Oshkosh for Chapter Board Member training they learned that Board members must at least 18 years of age due to EAA liability coverage, commonly called E&O for executives and officers. Trystyn is a couple years short of that, so we need a new Vice President.

John Goldsmith went on to announce that at the December Chapter Meeting we would need to hold a new election for Vice President. The role of VP is to arrange for guest speakers, but Trystyn, and all members, are invited to call on your contacts to provide suitable speakers, so it's not all on our shoulders.

LIVERMORE AIRPORT OPEN HOUSE: John G. described the beautiful day for the LVK Open House. Weather was excellent, warm with light winds, unlike past years with extreme heat or very high winds. There was a good turnout although the event was competing with Fleet Week including the Blue Angels over San Francisco Bay.

Next year's Open House will be October 6 and will not have an aerobatic component so as to save money. The cost is not just the pilots and planes; it is also the extensive insurance, planning and coordination among many agencies. .

ANNUAL DINNER: 2018 will be Saturday January 27, 2018 in Livermore. Speaker will be Dr. Alan Brown, project manager for HaveBlue stealth capability that became the F-117, the first stealth fighter-bomber. Tickets are \$30 per person made out to EAA Chapter 663. Caterer will be Checkers and there will be a choice of entrees from which to choose.

MAILBAG: Joe Arluck is selling his exquisitely built RV-12 project with all parts and engine. It's at the 90% phase so contact Joe if you or someone you know is interested.

Next Board Meeting will be Thursday, November 16 at John Goldsmith's house; next Chapter Meeting is Thursday, December 7, 2017 at Five Rivers Aviation, LVK.

All are welcome to join Board meetings where we talk chapter issues and also talk about airplanes on the 3rd Thursday of each month. Next year we will arrange for a new meeting location for those Board meetings.

AIRPORT COMMISSION UPDATE: Ralph Cloud attended the commission meeting in between stays in the hospital. There are some plans to make the new terminal meeting room available for free to aviation related groups as well as weekends. In what may sound like a long broken record, there is a new negotiation in process for the restaurant space. The plan is to combine the original chef who applied but backed out when he could not raise sufficient capital, and an investor group for the \$1-2 million cost capital costs.

The STEM program coordinator is also pursuing opportunities at the airport but the proposal process is complex and may include hangar space. The emphasis would be on STEM aviation activities. If you want more information contact Ralph.

Trystyn brought up the STEM Center in place of the old admin building. They have 20 toolbox projects in their hangar with about 30 member students. They're looking a Van's kit optimized for such program for a RV-12. The Zenith 701 or 750 are also under consideration.

Trystyn has been assisting an aviation diesel engine firm from Florida named Blackhawk Engines. (Not to be confused with Silverhawk engines.) Their initial turbocharged engine is designed as a Cirrus replacement for a TSIO-5550 with about 315 HP. It reduces fuel consumption from 15.5 GPH at 200 KTS for 100LL to about 9 GPH at 200 KTS for Jet-A. The advantage is global availability of Jet-A. It weighs roughly 600 pounds.

There is a pilot flying around the world in an SR-22 on a diesel engine. Trystyn met him at Merced earlier in the week and seems to be inspired.

Will Pitt has an O-235 for sale. It was rebuilt a long time ago and he's offering it for \$4,000.

BREAK 8:00PM

START SPEAKER AT 8:15PM

Guest Speaker James Kaschmitter is without question an expert on rechargeable batteries, especially the latest generation of Li-Ion (lithium ion). For 90 minutes he held the audience in rapt attention at the details of battery materials, construction, innovations, dangers and successes. He had some industry insights after decades of battery innovation.

A number take-aways for pilots:

- Li-Ion for aircraft must be designed for aviation use
- Avoid cheap rechargeable Li-Ion even for personal use, as they're very dangerous!
- Never overcharge
- Avoid charging when cold or never below freezing
- Do not over-discharge – it will dissolve the copper an cause a fire
- Do not overheat. Such as leaving a rechargeable device sitting in the sun! (Phone, tablet, etc.) The

internal thermal monitor should shut the device off before there is a problem, but you're risking a fire.

- For long life keep it in a state of charge 30-90%.
- Avoid discharge to zero, never discharge fully
- It may last 10,000 cycles!

MEETING ADJOURNED at 9:45 PM. By John Goldsmith.

Minutes softly submitted by Secretary Kirk Knight.



Feedback/Questions/Suggestions

Any and all feedback is welcome. Please take a few minutes to send suggestions, tips, corrections or any other feedback to: Trystyn1271@gmail.com

Cool videos found on the internet.

<https://www.youtube.com/watch?v=lten6GjGNiE&index=2&list=LLGOaGQBtQ2U0HxvXMvJH8qA>

<https://www.youtube.com/watch?v=Qo1C0mgnb50>

<https://www.youtube.com/watch?v=aRoBzAnMDv8>

<https://www.youtube.com/watch?v=JHAdSzfWVdQ>