



THE GRAPEVINE



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

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Meeting And Program

NOTICE: Our January meeting will take place at 7:30 P.M. on the 4th of January. The meeting will be at the FBO (Five Rivers Aviation) on the grounds at KLVK.

Month	Date	Speaker	Topic
November	1st	Jim Kaschmitter	Batteries!
December	7th	Tony Wright	Stinson Club!
January	4th	Steve Randell	Ferry Flying!

For our January Program: Steve Randell will be discussing how he started out ferrying aircraft around the globe.

I'm Building an Airplane! *What did I accomplish in 2017 on my mostly plans only Zenith CH-750 STOL airplane.*

Intro:

Hi, I'm Timothy Aanerud, the long distance EAA chapter 663 member from Minnesota. I've been working on a Zenith CH-750 STOL for a while now. I travel to often to the bay area for work. A couple of years ago using the Zenith Builder's website I was able to locate a Zenith CH-750 STOL builder named Bruce Cruikshank. I sent him an introductory email asking if he would be willing to show me his airplane. His reply was "Would you like to go flying?" It wasn't long after that I started showing up at Chapter 663 monthly meetings and joining the Saturday morning breakfast crowd when I was in the area.

I'm also a member of EAA Chapter 237 based at the Anoka County Airport located north of Minneapolis. The 237 Chapter newsletter editor was soliciting the active builders to write an article for the newsletter. He said "Just write up something on what did you get done this year."

What's done so far?

Rudder, Horizontal Stabilizer, Elevator, two 15-gallon fuel tanks, Left and right wings. The wings still need wing tips, and the fuel tanks have not been installed. 4 flaperons, firewall formed and all stiffeners and nose wheel fittings are riveted, the bottom side of the forward fuselage have been made and clecoed together. I also started fitting longerons on the cabin sides, which are below the two side doors.



January & February:

Not much progress was made in January and February I was traveling for work, my garage is not heated.

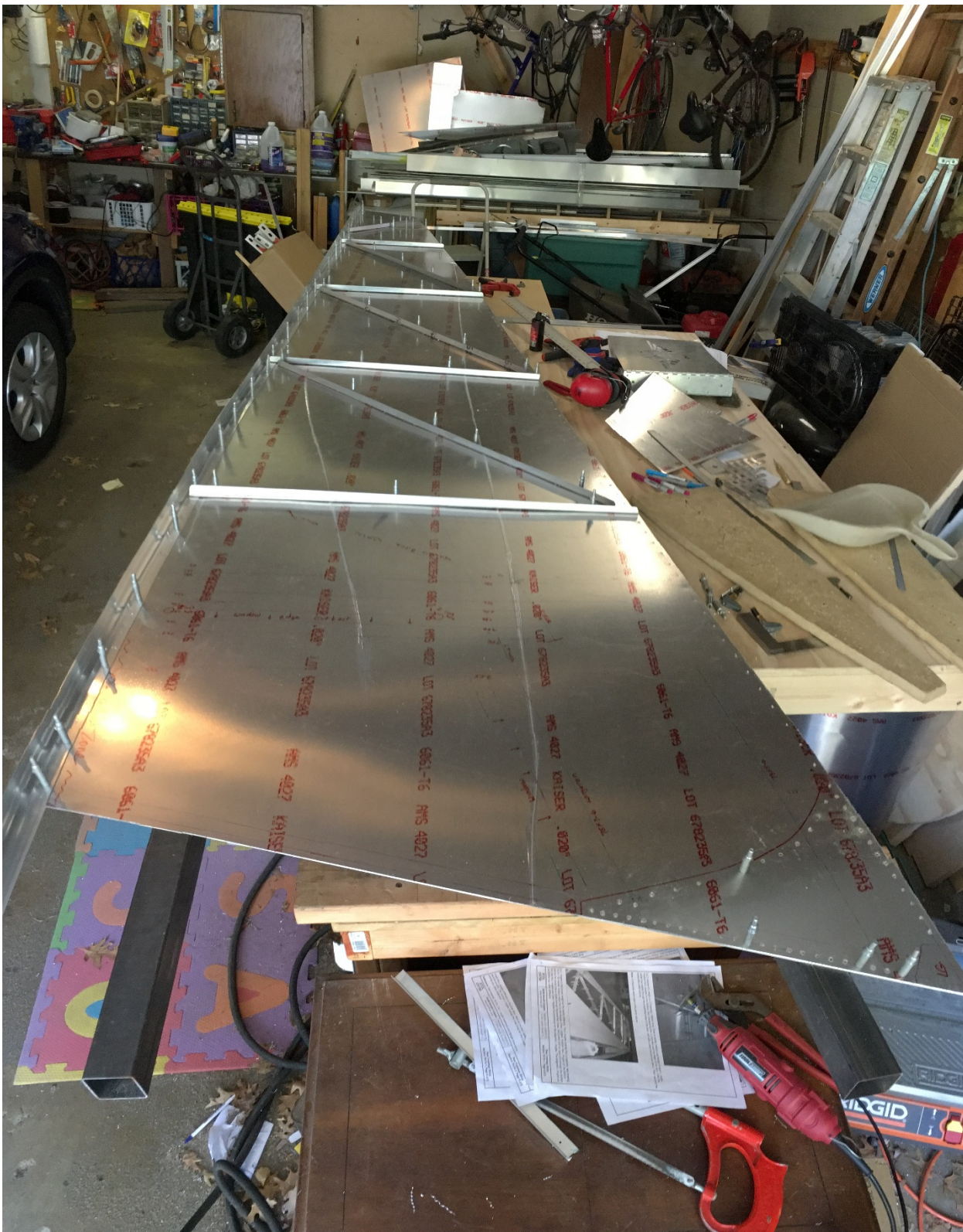
March:

Started work on the rear fuselage. Each of the four rear fuselage sides is cut out from a 4' x 12' sheet of 0.020 6061-T6 aluminum. I started with the rear bottom skin and added various stiffeners.



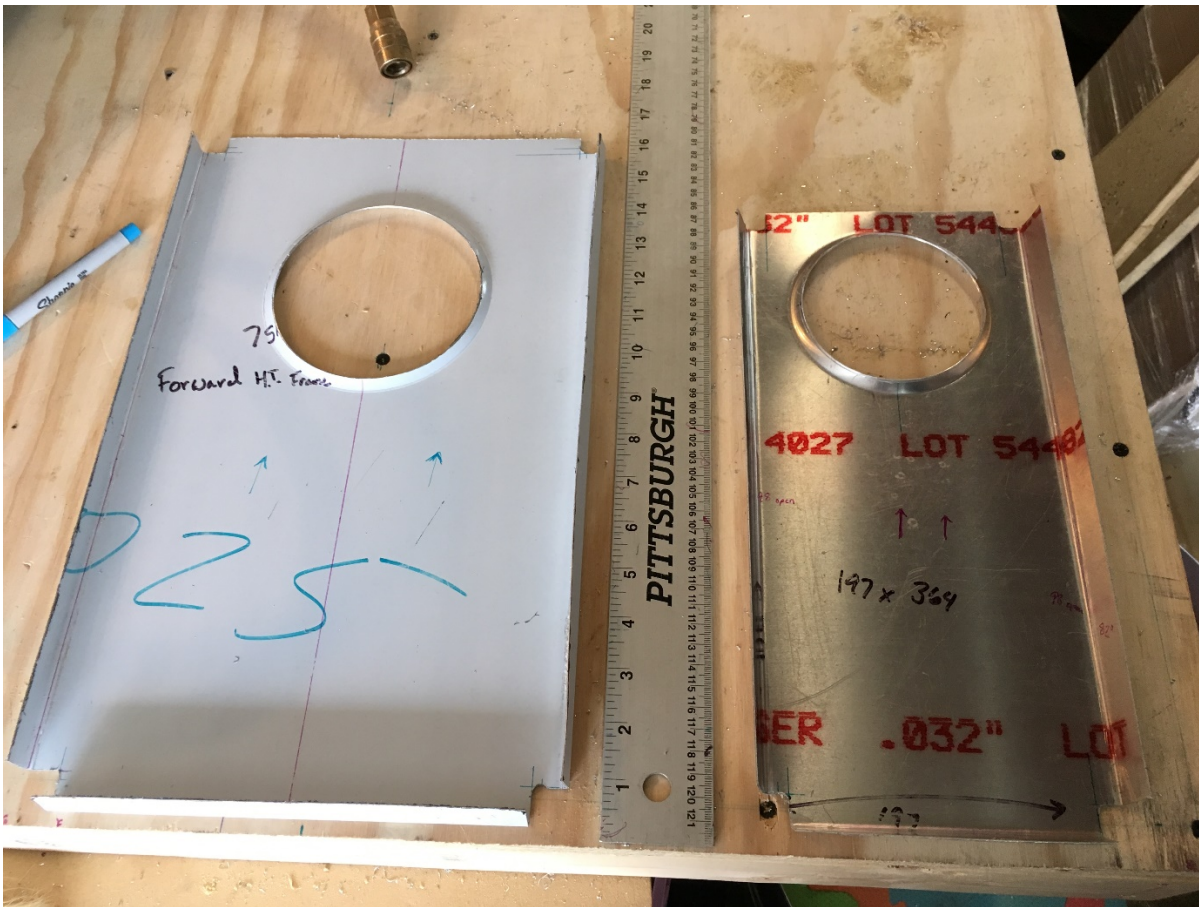
April:

By the first week of April I had the all of the stiffeners, a pair of support gussets and two of the rounded corner extruded longerons attached to the bottom skin. By the end of April, the left-side skin was at the same state. The right-side skin only took a week to get to the same state. After doing two sides the work got easier.



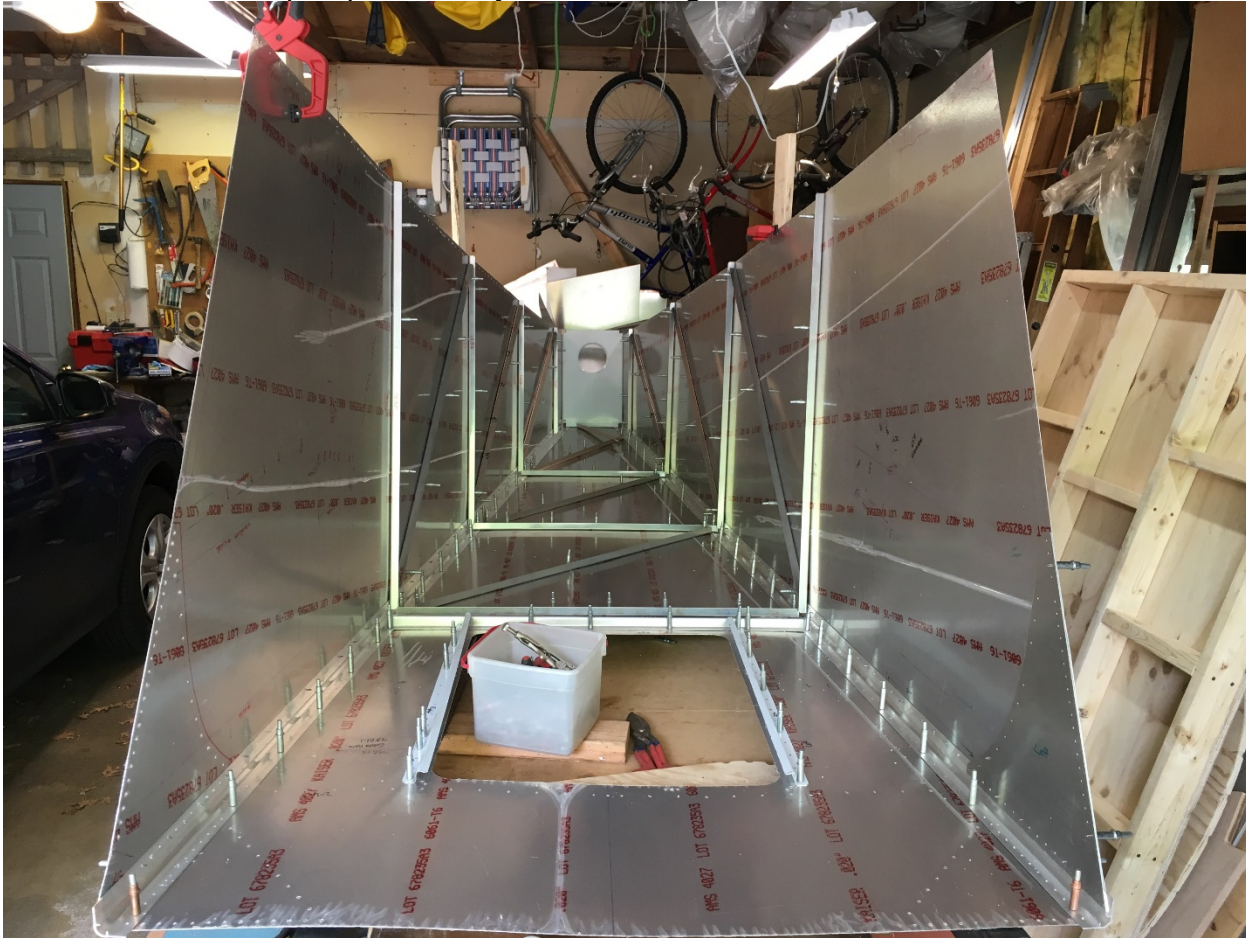
May:

Start on the rear top skin. After several attempts with the box brake I had the two rear fuselage bulkheads formed and within spec. These two bulkheads provide support for the horizontal stabilizer and elevator. Once all four rear skins made it was time to start attaching them together.



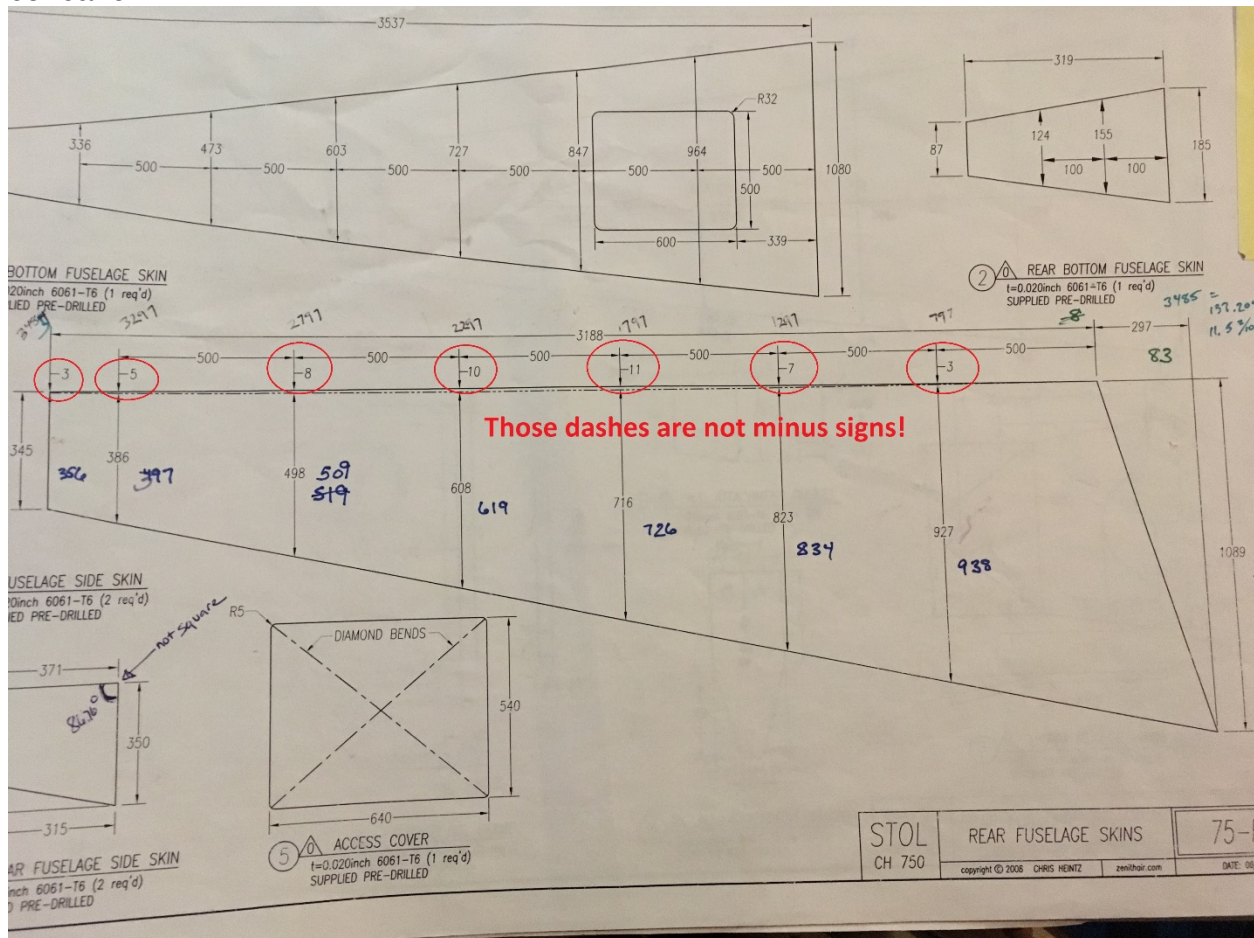
June:

Another business trip kept me away from building.



July:

Started adding more of the forward support channels that used with connecting the forward and rear halves of the fuselage. AirVenture, out of town for another week, a happy place to be. Unfortunately, I came home sad when after talking to other builders I had made an error when I cut out my fuselage sides. The top edge has a slight convex curve in it. I misread the plans and made the curve concave.

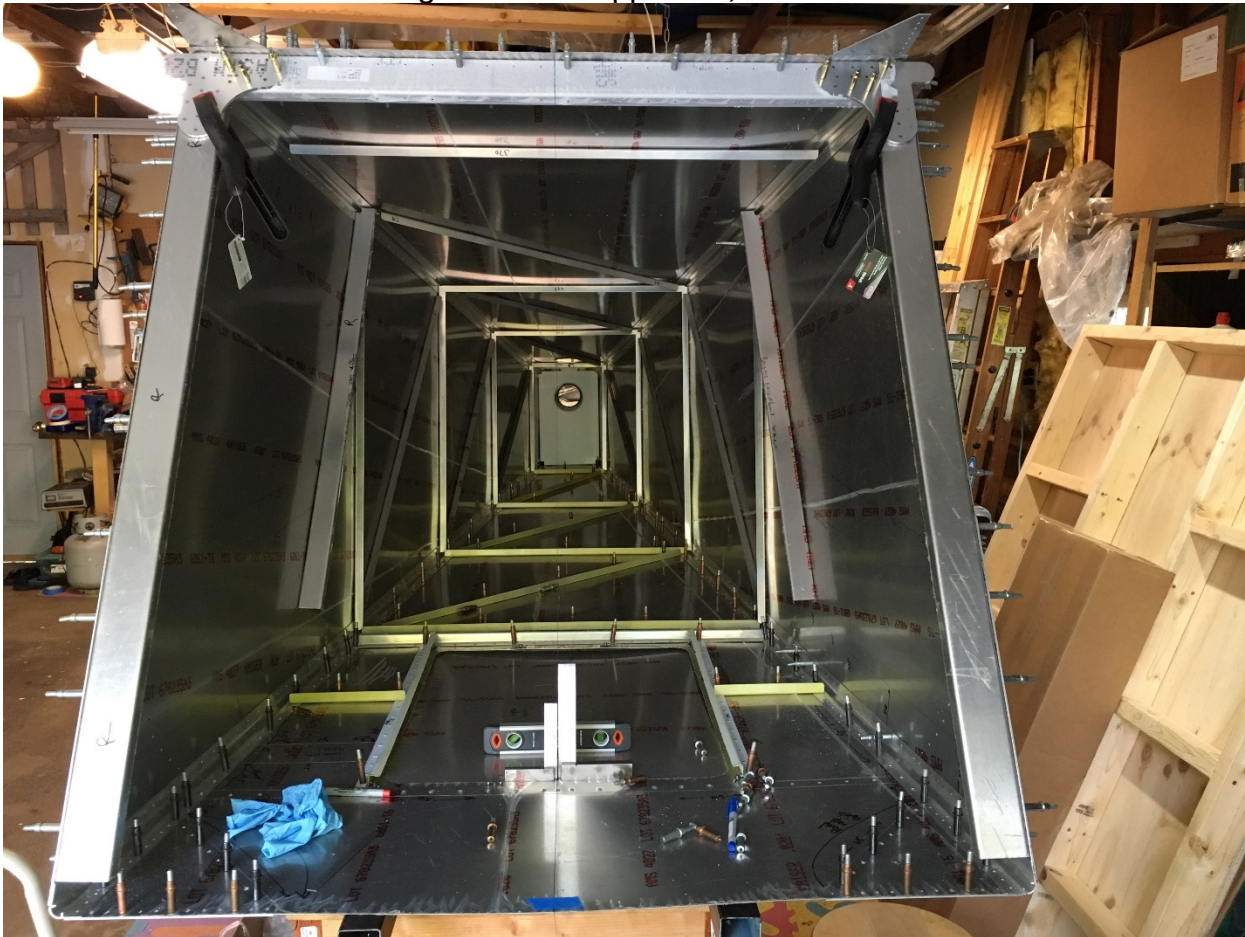


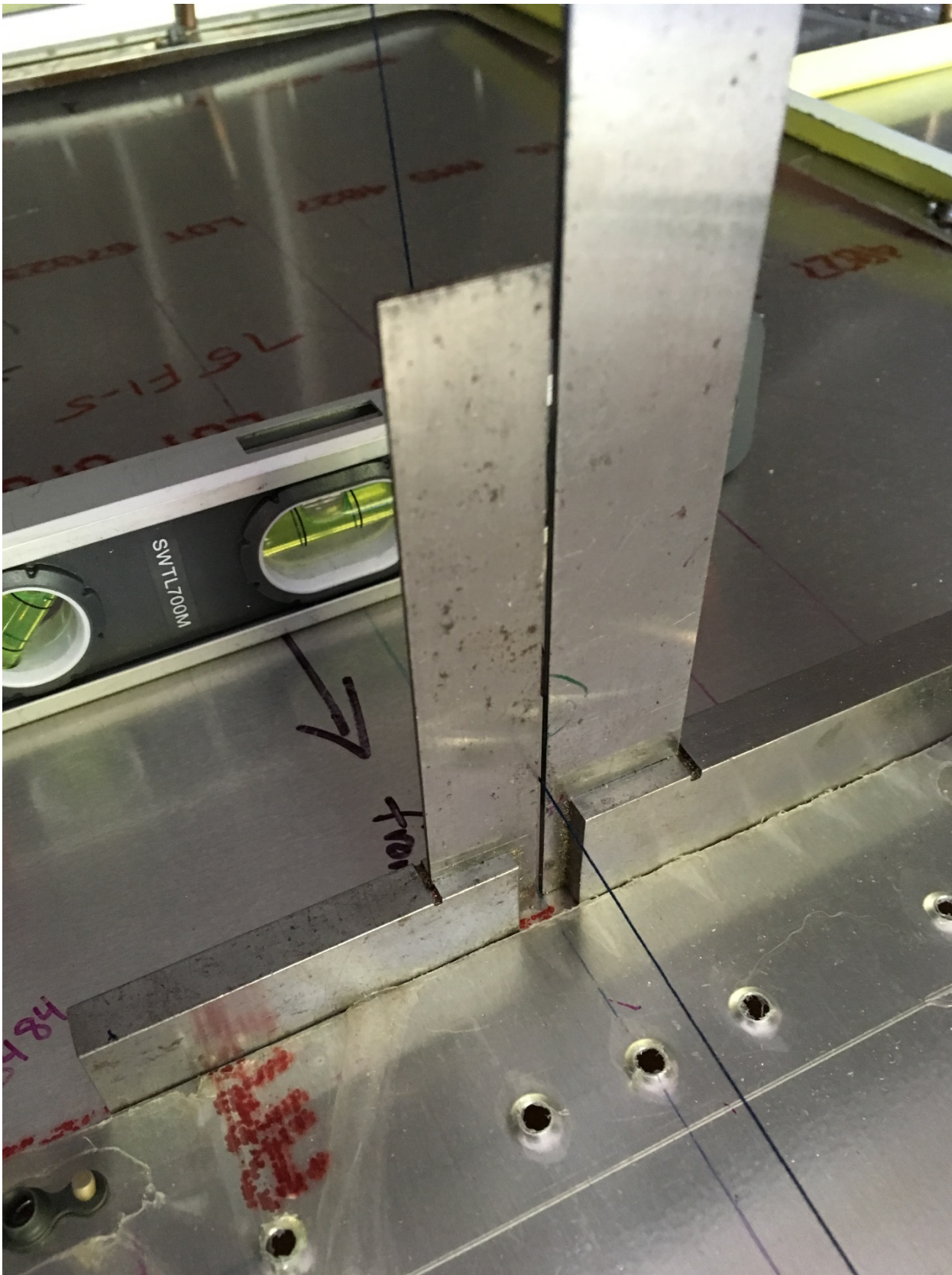
August:

Built two new side fuselage skins. August was the great American eclipse. And the path of totality was going to run through Mexico, Missouri, the home of Zenith Aircraft. So, to make up for lost time build fuselage sides, I put together a shopping list of steel parts and a few more of the harder to make fuselage parts.

September:

I pondered for a week on how to ensure this boxy rear fuselage was straight or not. The sides lean in about 3 degrees. Eventually I matched the top and bottom skin centerlines and drilled into the side channels on the leading edge of the side skins. The next was the baggage compartment. It's a 3-dimensional jigsaw puzzle. Besides being a place to put your stuff when you go flying. Its real purpose is to cover the control linkages for the flaperons, and the rudder and elevator cables.





October:

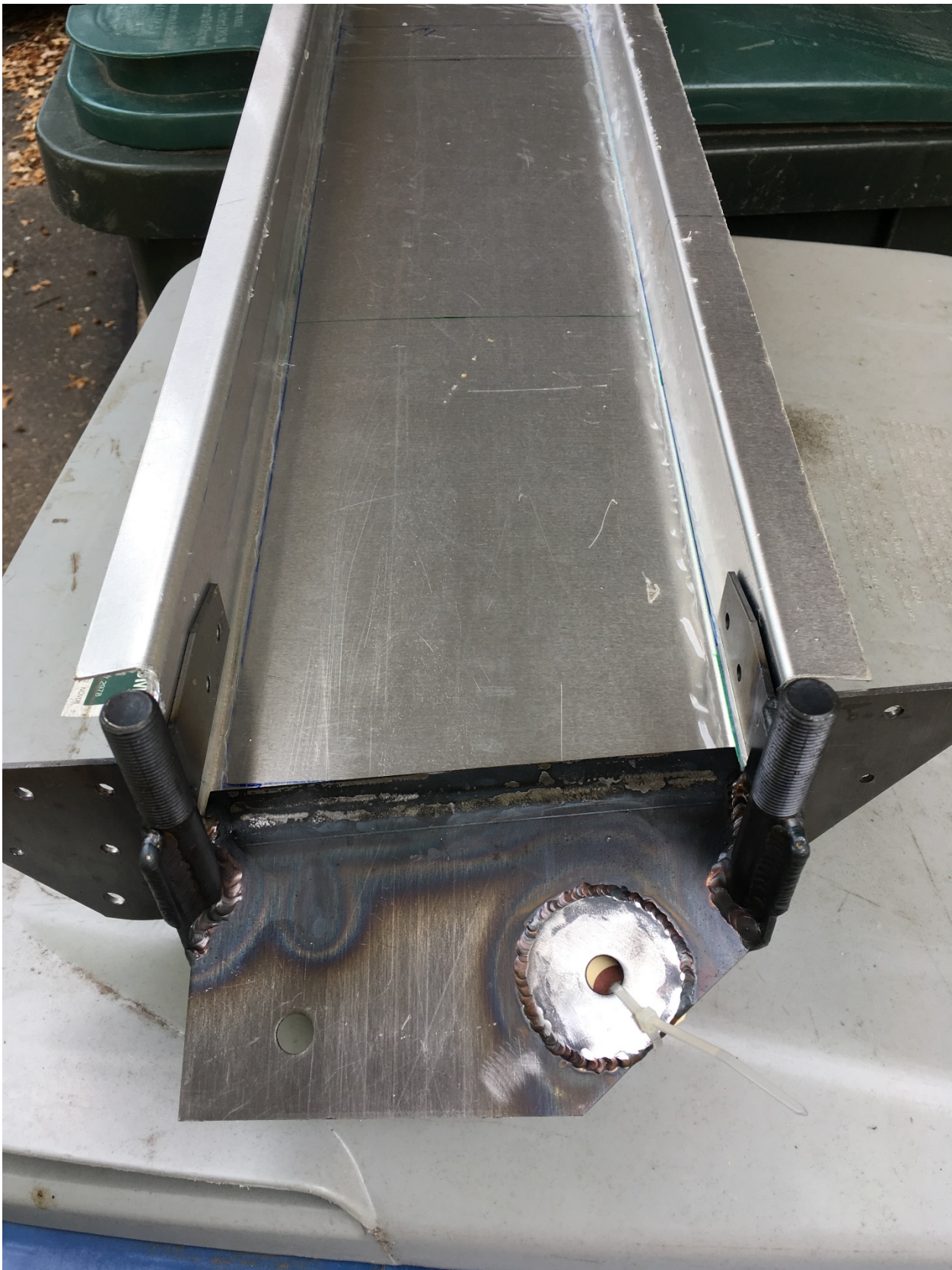
Next up: Joining the forward and rear fuselage. The landing gear channel connects the rear and forward fuselage on the bottom side. On the top, the 4130 Chromoly tube frame connects with the

top of the firewall. I attached the firewall to the front end of the forward fuselage and drilled the pilot holes to support the cabin frame.



November:

Yet another business trip. I also worked on figuring out the reference points for correctly attaching the cabin sides to the rear fuselage and the bottom of the forward fuselage. However, the parts matching up correctly. I eventually traced my problem to the landing gear channel. It is somewhat tricky part to make. This part is made from an 11" x 48" strip of 0.040 sheet aluminum, and it requires four bends; two inside, two outside; that all must be correctly made. It's help me coin a new phrase in building from plans only. *Built it right the third time.*



December: Too cold. I haven't been working on the airplane except to make my third landing gear channel.

Hopefully for 2018 I'll riveting all of these fuselage parts together.

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Timothy Aanerud

Minutes: December 2017

Retiring President, John Goldsmith, called the meeting of December 7, 2017 to order at 7:30. The elected Secretary, Kirk Knight was absent so John asked Mark Palajac to take notes. It was a very good meeting. The end.

Respectfully submitted, Mark Palajac

Oh there are a few more details. Treasurer Mark Palajac reported 2017 membership is 89 and that the balance as of the meeting is \$6,694.22. He is now accepting membership renewals for 2018 and dinner orders which are \$30 per person

Young Eagles will start in April 2018 after a great 2017 season.

Eagles flights – John Goldsmith took an Eagle on a first flight and that Eagle, Jon DeVocht is now a new EAA 663 member.

Tools – Bob Farnam reported he has two tools in process: Beacon tester and spark plug wire tester tools that Bob will be evaluating.

Sean Moran the newly appointed Assistant Airport Manager was introduced to the chapter and spoke about his background. Sean is a Concord native, received his BS at Cal State LA in Aviation (Spirit and Emirates). He has worked at several airports in different capacities including Van Nuys, John Wayne, Camarillo, Oxnard and Hayward Executive airport.

President elect John Youngblood reported on the trip that he and Trystyn took to Oshkosh several weeks back. John reported that the roughly two-day process of reviewing EAA national processes, programs and how they serve the chapters. They were briefed on the EAA website options.

Trystyn Clark reported on the Newsletter. He explained that the newsletter now takes less time to prepare but he needs to step away from it so the chapter is soliciting a new newsletter publisher.

Next BOD meeting December 21, and General meeting is January 4th.

LVK 25R/7L to be painted on Friday night, December 8.

Dinner choices and price

Tony Wright was the guest speaker. He addressed the chapter about the attributes of Stenson aircraft including restoration. I enjoyed the presentation so much I forgot to take notes.
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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=-mvxKqpcOc0>

<https://www.youtube.com/watch?v=aVaK0lpVWjY>

<https://www.youtube.com/watch?v=uCf5UZAdMIM&feature=youtu.be> Thanks Ralph.

<https://www.youtube.com/watch?v=q3MWCx71jUE&feature=youtu.be> Thanks Ralph!