

THE GRAPEVINE

EAA CHAPTER 663 Livermore, California

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

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1549 NEWS LETTER	JOHN MEYER	
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MEETING AND PROGRAM

Our January meeting will take place at 7:30 P.M. on the 2nd of January in the Terminal Building at the Livermore Airport. Our program for the evening will be a presentation on ??? by ????

MINUTES: GENERAL MEETING, EAA CHAPTER 663 DEC. 5, '02 7:30 PM, LVK TERMINAL

Chapter president Ralph Cloud called the meeting to order.

One guest, Dan Keller introduced himself.

The minutes for the November meetings were approved as printed in "The Grapevine".

Treasurer Sharon Constant reported a total of \$3,918.65 in chapter funds; her report was approved by the membership.

Business: The January Annual Dinner will be at the Western Aerospace Museum at the Oakland

Airport. On the 18th, cocktails will begin at 6 PM, with dinner at 7 PM. Wine and soft drinks will be provided, or you are welcome to bring your own beverage. Heat will be provided by portable radiant heaters; dressing in layers is recommended. Entrés are tri-tip beef and teriyaki chicken. The membership voted for apple and cherry pie for desert at the ratio of two to one respectively. Entertainment will be provided by airplanes and parts, big airplanes and big parts.

Ralph made an appeal for volunteers. Unlike previous dinners there will be a good bit of foot work involved. A promotional copy of Kitlog Pro donated to the chapter by the maker will be raffled at the dinner.

Bob Farnam, the chapter tool man, reported on the progress of purchasing a Drill Doctor for the chapter.

Ralph made an appeal for all members to pay their dues for the coming year. Dues are \$30/year.

Roger Hansen is to renew the domain name for the chapter web site.

Announcement: Ralph set the board meeting for the 19th at his place; all are invited.

Break and Program: Bill Jepson was not present, neither was the expected speaker! A slightly panicked Ralph led an entertaining and informative polling of those present and the progress of their projects. Results: 4- RV-8's, 3- RV-6/6A's (1 flying), RV-7A's, RV-9A's, Q-200's (all flying), 2- Lancair 3__ (1 flying), RV-4's, 1 each BD-4, Europa (flying), Glasair (flying), Lancair Legacy, Lancair ES, Starduster II. Three cheers for things with wings.

9:30 PM Meeting adjourned to pie.

**MINUTES: BOARD OF DIRECTORS
MEETING, EAA CHAPTER 663, DEC.
19, '02, 8 PM AT RALPH'S PLACE.**

Seven directors and Roger Hansen were present.

The January Dinner was the first topic. Details were discussed. It was decided to make Jan. 5th last day to pay your \$25 per person. That means the next meeting (January 2nd) or the Saturday following is the cutoff. We could use some help to pull this off.

Bob Farnam, the tool man, reported that the Drill Doctor was on hand. He suggested and other agreed that this will reside in his hangar (#113) for the use of all chapter members. As a follow-on to the dinner discussion, it was decided to purchase a minimum 30 cup coffee maker for use at the dinner and the chapter picnics.

Roger Hansen reported on status of the internet service. Four items need attention.

1. Because of the feeble electrical circuit feeding the server computer, the current Uninterrupted Power Source (UPS) needs more capacity.
2. The current DSL provider is shutting down. Pac Bell/SBC is the next best option at what will cost about \$20 more per month. A cost that should be covered by current subscribers.
3. Roger mentioned that PAY PAL could be used to collect dues on the web site.
4. For a cost of less than \$250 Ethernet access to our service could be provided at the terminal for the use of all aviators.

Ralph said he would check on some possible chapter projects. The compass rose still needs painting. The observation platform next to the terminal is in need of maintenance.

9:35 PM Meeting adjourned for pie.

Respectfully submitted, Bruce Cruikshank
Secretary

AN AMERICAN

Recently someone in Pakistan published in a newspaper an offer of a reward to anyone who killed an American, any American.

In response, an Australian dentist wrote the following description to let everyone know how to

identify an American, so they would know when they had found one.

An American is English, or French, or Italian, Irish, German, Spanish, Polish, Russian or Greek. An American may also be Canadian, Mexican, African, Indian, Chinese, Japanese, Korean, Australian, Iranian, Asian or Arab, or Pakistani, or Afghan. An American may also be a Cherokee, Osage, Blackfoot, Navaho, Apache, Seminole or one of the many other tribes known as native Americans.

An American is Christian, or Jewish, or Buddhist, or Muslim. In fact, there are more Muslims in America than in Afghanistan. The only difference is that in America they are free to worship as each of them chooses. An American is also free to believe in no religion. For that he will answer not to the government, nor to armed thugs claiming to speak for the government and God.

An American is from the most prosperous land in the history of the world. The root of that prosperity can be found in the Declaration of Independence, which recognizes the right of each person to the pursuit of happiness.

An American is generous. Americans have helped out just about every other nation in the world in their time of need. When Afghanistan was overrun by the Soviet army 20 years ago, Americans came with arms and supplies to enable the people to win back their country. As of the morning of September 11, Americans had given more than any other nation to the poor in Afghanistan.

Americans welcome the best. The best products, the best books, the best music, the best food, the best athletes. But they also welcome the least. The national symbol of America, The Statue of Liberty, welcomes the tired and the poor, the wretched refuse of your teeming shores, the homeless, tempest tossed. These in fact are the people who built America. Some of them were working in the Twin Towers the morning of September 11, 2002 earning a better life for their families. I've been told that the World Trade Center victims were from at least 30 other countries, cultures, and first languages, including those that aided and abetted the terrorists.

So you can try to kill an American if you must. Hitler did. So did General Tojo, and Stalin, and Mao Tse-Tung, and every bloodthirsty tyrant in recent history. But, in doing so you would just be

killing yourself, because Americans are not a particular people from a particular place. They are the embodiment of the human spirit of freedom. Everyone who holds to that spirit, everywhere, is an American.

A NAVAL AVIATOR

Change of Command Dinner speech
by CDR "Beef" Wellington, former
VFA-203 Blue Dolphins CO.

Two days ago I closed out my career as a Naval Aviator. The realization is just now starting to hit me as I'm sure it will the rest of you some day. What follows are my remarks at my farewell dinner. Several of the guys in my squadron had asked me for a copy of what I had written and because it had been jotted down on the back of a cocktail napkin in my weird-assed hand writing and because these things came from my heart, I debated for a while whether or not to do write it down, but the response from all the guys and their wives was so humbling and overwhelming, I thought.....why not.

Being an F18 pilot and an airline pilot at the same time gives you an interesting and different perspective. Unlike others, at my airline(NWA) they do not have a history of hiring Single Seat Naval Aviators and as such, we are definitely in the minority. On every trip when you first sit down next to a guy, the first volley of questions in getting to know each other always includes "what is your background?" Based on 3 years in the airline industry, I have recently decided to flat out lie and stop telling guys that I am a Naval Aviator and an F18 pilot. You might be asking yourself, why would anyone do that?

There are 3 reasons:

One.....Because everything that the uninformed population knows about Naval Aviation they got from the movie Top Gun. A credible and reliable source of information if there ever was one, right!

Two.....Because when I tell guys that I am an F18 pilot, the machismo and bravado that immediately comes from the left side of the cockpit becomes somewhat intolerable and I am forced to sit and listen to stories for the next 4 days that go something like....."Mike, did I tell you about the time when I landed my C5 on a 15,000 foot runway with only 30,000 pounds of fuel in the tanks,

with the weather at mins..... and oh, oh yeah, did I say it was at night." You gotta be shittin' me!!!

Three.....Because, in their state of curiosity, invariably questions get asked about what flying the F18 is like and what this business of Naval Aviation is all about. It is in my futile attempts to answer these questions that I have finally decided that it is impossible to do so. How can anyone possibly explain Naval Aviation?

How do you explain what it has been like to have seen the entire world through the canopy of an F18 like a living IMAX film? How do you explain what is like to fly an engineering marvel that responds to your every whim of airborne imagination? How do you explain the satisfaction that comes from seeing a target under the diamond disappear at the flick of your thumb?..... on time. How do you explain cat shots.....especially the night ones? How do explain the exhilaration of the day trap? How do you possibly explain finding your self at 3/4 miles, at night, weather down, deck moving, hyperventilating into your mask, knowing that it will take everything you have to get aboard without killing yourself? How do you explain moons so bright and nights so dark that they defy logic? How do you explain sunrises and sunsets so glorious that you knew in your heart that God had created that exact moment in time just for you? How do you explain the fellowship of the ready room where no slack is given and none is taken? How do you explain the heart of maintenance professionals like Rudy and Frank who's only enjoyment comes from taking care of our young sailors and providing us with "up" jets to execute our craft? How do you explain the dedication of our young troops who we burden with the responsibilities of our lives and then pay them peanuts to do so? How do you explain the type of women who are crazy enough to marry into Naval Aviation, who endure long working hours and long periods of separation and who are painfully and quietly forced to accept the realization that they are second to the job? The simple fact is that you can't explain it. None of it. It is something that only a very select few of us will ever know. We are bonded for life by our proprietary knowledge and it excludes all others from our fraternity. As I will, no matter where you go or what do, you should cherish that knowledge for the rest of you life.

When I am 90 years old sitting on my porch in my rocking chair and someone asks me what I

have done with my life, I will damn sure not tell them I was an airline pilot, but rather I will reach into my pocket, pull out my Blue Dolphin money clip and tell them I was a Naval Aviator, I worked with the finest people on the planet, and that I was the Commanding Officer of the Blue Dolphins.

THE 12 RULES OF LIFE

1. Never give yourself a haircut after three margaritas.
2. You need only two tools: WD-40 and duct tape. If it doesn't move and it should, use WD-40. If it moves and shouldn't, use the tape.
3. The five most essential words for a healthy, vital relationship are "I apologize" and "you are right."
4. Everyone seems normal until you get to know them.
5. Never pass up an opportunity to pee.
6. If he/she says that you are too good for him/her, believe them.
7. Learn to pick your battles; ask yourself, "Will this matter one year from now? How about one month? One week? One day?"
8. When you make a mistake, make amends immediately. It's easier to eat crow while it's still warm.
9. If you woke up breathing, congratulations! You have another chance!
10. Living well really is the best revenge. Being miserable because of a bad or former relationship just might mean that the other person was right about you.
11. Work is good, but it's not that important. Money is nice, but you can't take it with you. Statistics show most people don't live to spend all they saved; some die even before they retire. Anything we have isn't really ours; it was given to us by God; He just let's us borrow it while we're here... even our kids.
12. And finally... Be really good to your family and/or friends. You never know when you are going to need them to empty your bedpan.

Notice that some of these rules also apply to flying, maybe we need a set especially written for pilots.

WHO PACKS YOUR PARACHUTE?

Submitted by Ernie Sebby, Ch 170

The below story under the above headline came to me from our San Luis Obispo Pilots Association's newsletter, "Propwash". When I finished reading it, I couldn't help but think, "How appropriate".

Charles Plumb, a U. S. Naval Academy graduate, was a jet pilot in Vietnam. During his 75th combat mission, his jet was hit by a SAM. He parachuted into enemy hands and spent the next 6 years in a communist Vietnamese prison. Surviving the ordeal, he now lectures on lessons learned from that experience.

One day, when he and his wife were dining in a restaurant, a man from another table came up and said, "You're Plumb! You flew jet fighters in Vietnam off the carrier Kitty Hawk. You were shot down!" In surprise Plumb asked, "How in the world did you know that?" The man replied, "I packed your parachute. I guess it worked." Plumb expressed surprise, gratitude, thanked the man for his expertise and stated, "If it hadn't worked I wouldn't be here today."

In his lectures, Plumb says, "I keep wondering what he might have looked like in his Navy uniform: a white hat, a bib in the back and bell bottom trousers. I wonder how many times I may have seen him and not even said, "Good morning. How are you?" or anything because, you see, I was a fighter pilot and he was just a sailor." Plumb thought of the many hours this sailor spent at a long wooden table in the bowels of the ship, carefully weaving the shroud lines and folding the nylon panels of each chute, holding in his hands each time the fate of someone he didn't know.

Now Plumb addresses his audience, "Who's packing your "parachute"? Everyone has someone who provides what they need to make it through the day." Plumb pointed out he needed many kinds of parachutes when he was shot down. He needed his physical parachute, his mental parachute, his emotional parachute and

his spiritual parachute. He called on all of these supports before reaching safety.

Plumb states that sometimes in the daily challenges that life gives us, we miss what is really important. We may fail to say hello, please, thank you, compliment, congratulate or just do something nice for no reason.

As you go through this week, month or year, recognize the people who pack your parachute.

PROVERBS! (2003 Edition)

- 1. Before you criticize someone, walk a mile in his shoes. That way, if he gets angry, he'll be a mile away - and barefoot.
- 2. A clear conscience is usually the sign of a bad memory.

- 3. If you must choose between two evils, pick the one you've never tried.
- 4. The best way to do housework is to sweep the room - with a glance.
- 5. Not one shred of evidence supports the notion that life is serious.
- 6. It is easier to get forgiveness than permission.
- 7. Old age is a very high price to pay for maturity.
- 8. A closed mouth gathers no feet.
- 9. If you look like your passport picture, you really deserve to take the trip.

ALL MEMBERS, NEW AND RENEWING, PLEASE FILL THIS FORM SO THAT WE CAN GET THE DATABASE UP TO DATE AND COMPLETE.

EAA CHAPTER 663 MEMBERSHIP APPLICATION/RENEWAL FORM

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