



THE GRAPEVINE



EAA CHAPTER 663 Livermore, California

Vol. XXIII, No. 10, October, 2003

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

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BOARD OF DIRECTORS

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MEETING AND PROGRAM

Our October meeting will take place at 7:30 P.M. on the 2nd of October in the Terminal Building at the Livermore Airport. Our program for the evening will be a presentation by a colorful former member, Bob Jans, who, many years ago, gave us a slide show and talk about his adventures flying from Wichita, KS, to Florida, thence down the island chain to South America. The flight from Wichita to Florida was his first real cross-country! Once in South America he flew all over the place as part of his work, showing us pictures of his travels, including, as I remember, a S.A. revolution as seen from his hotel room window. His program this time will be THE REST OF THE STORY.

**MINUTES: GENERAL MEETING EAA
CHAPTER 663, SEPTEMBER 4, '03 7:30 PM,
LVK TERMINAL BUILDING**

Chapter president Ralph Cloud called the meeting to order, and announced the Peter Garrison would not be coming to speak because of a health problem.

Four guests introduced themselves,

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

Treasurer Sharon Constant reported \$4,949.12 in chapter funds, approved by voice vote.

Business: Ralph passed on the very sad news that chapter member Dave Petz died while attempting the first flight of his original design amphibian near the Tracy Airport. It was lamented that he did not seek advice or communicate with other chapter members during the course of his project. His family expressed a desire that the chapter make a donation to the EAA Young Eagles program. After some discussion it was decided to donate \$100 to the EAA Foundation Air Safety Program by voice vote.

Ralph mentioned the chapter barbecue on September 6. Earl Hodges offered to get the ice for the drinks. September 13 will see a spaghetti feed at Bob Brown's hangar to raise money for the coming Airport Appreciation Day on 9-27. Ralph announced that all chapter display aircraft must be in position by 10 AM, hopefully in the same row. Volunteers are needed to man a booth to sign up Young Eagles, and provide PR for the curious.

The subject of a chapter purchase of a set of accurate digital scales was next. After a good bit of discussion Nick Gaglia made and Roger Hansen seconded a motion to purchase the AccuSet Model 72594 scale set for approximately \$1200. The motion passed with three dissenting votes.

Bob Cowan set October 11th (changed later) for

the next Young Eagle rally, and asked for volunteer pilots.

Announcements: The next board meeting will be Sept. 18th at Ralph's place. Greg Triplett made an appeal for members to come forward and be nominated for chapter officers and directors for election in October to serve the next two years.

Break and Program: Due to the absence of Peter Garrison, Barry Weber filled in with some slides of Oshkosh, with heavy emphasis on some of the classics. Thank you, Barry.

Meeting adjourned for pie.

**MINUTES: BOARD OF DIRECTORS
MEETING EAA CHAPTER 663, SEPT. 18TH,
7:30 PM AT RALPH'S PLACE.**

Ralph called meeting to order.

There were nine officers and directors present.

Treasurer Sharon reported \$4421 in chapter funds.

First order of business was determining a policy for use of the digital scales. It was decided to offer the following policy:

The scales may be checked out for a 7 day period, leaving a deposit of \$200 (check OK). Member will be charged \$20 per 7 day period AFTER the first 7 days. The first 7 days are free. If the scales are kept more than 7 days, the deposit check will be deposited; a refund will be given less \$20 for each 7 days the scales are not returned. The owner is responsible for returning the scales in the same condition they were checked out.

It was decided to purchase ramps for the scales.

The January Dinner was set for January 24th. We decided to have it at the same location as last year. We would also use the same caterer as last year. Costs are to be checked, but the hope is to charge \$20 per person with any additional expenses coming from the chapter. Ray McCrea is checking on getting Brian Schul as a speaker.

The last barbecue of the year will be Sunday, Oc-

tober 12, about 1 PM.

It was decided to move the Young Eagles rally to Sunday the 12th at 10 AM.

Greg Triplett is coming up with nominees for the election coming up in October.

Bob Farnam suggested the chapter purchase a set of Aeroquip Assembly Mandrels for making Aeroquip fuel, oil and brake lines. He also suggested tools for bending and flaring aluminum tubing.

Programs: Chapter member Bob Jans will relate some of his flying tales from several parts of the world. Jabiru West has also offered to provide a program at a future meeting. Bill Jepson wants to work up a sheet metal processes program.

Larry Fish suggested the chapter look into getting one of the new square hangars (Rumor is there will be some in a couple years.), or one of the older hangars if they become vacant. (Maybe one of the members will win the lottery so we can afford it.)

Respectfully submitted;
Bruce Cruikshank Secretary

ALL DRINKS 10 CENTS

Four retired guys are walking down a street near The Hamptons. They turn a corner and see a sign that says "Old Timer's Bar " ..." ALL DRINKS 10 CENTS! ".

They look at each other, then go in. On the inside, they realize in this case, they should not judge the 'book by its cover.' The old bartender says in a voice that carries across the room, "Come on in and let me pour one for you! What'll it be, Gentlemen?"

There seems to be a fully-stocked bar, so the men all ask for a martini. In short order, the bartender serves up 4 iced martinis - shaken, not stirred - and says, "That'll be 10 cents each , please." The four men stare at the bartender for a moment then look at each other. They can't believe their good luck. They pay the 40 cents, finish their martinis, and order another round. Again, four excellent martinis are produced with the bartender

again saying, ... That's 40 more cents, please."

They pay the 40 cents, but their curiosity is more than they can stand. They've each had two martinis, and so far they've spent less than a dollar. Finally one of the men says, "How can you afford to serve martinis as good as these for a dime apiece?"

Here's my story. I'm a retired tailor from Brooklyn, and I always wanted to own a bar. Last year I hit the lottery for \$25 million and decided to open this place. Every drink costs a dime, wine, liquor, beer, all the same."

"Wow. That's quite a story." says one of the men. The four of them sipped at their martinis and couldn't help but notice three other guys at the end of the bar who didn't have a drink in front of them, and hadn't ordered anything the whole time they were there. One man gestures at the three at the end of the bar without drinks and asks the bartender, "What's with them?" The bartender says, "Oh, those are pilots. They're waiting for happy hour."

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October 11, 2003

7a.m. – 4p.m.



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- Classic Car Displays
- Aircraft Displays
- Prizes and T-Shirts
- Radio Controlled Model Airplanes
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- Tri-Tip Lunch 11-2
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OUT OF CONTEXT

A friend, driving home from a fishing trip in northern Michigan with his boat in tow, had engine trouble a few miles inland from Lake Huron. He didn't have a CB radio in his car, so he decided to use his marine radio to get help. Climbing into his boat, he broadcast his call letters and asked for assistance.

A Coast Guard officer responded, "Please give your location."

"I'm on Interstate-75, two miles south of Standish." The officer paused, "Could you repeat that?"

"I-75, two miles south of Standish."

A longer pause. Then an incredulous voice asked, "Hey man, I have to ask you, just how fast were you going when you hit shore?"

PROOF POSITIVE

A woman walked into the kitchen to find her husband stalking around with a fly swatter.

"What are you doing?" she asked.

"Hunting Flies" he responded.

"Oh. Killing any?" she asked.

"Yep, 3 males, 2 females," he replied.

Intrigued, she asked. "How can you tell?"

He responded, "3 were on a beer can, 2 were on the phone."

HAWAII RACE: AIR TRAGEDY A BIT OF HISTORY

By Josh Suchon, STAFF WRITER
Tri Valley Herald (Provided by Gordy Jones)

IN A FOGGY and misty morning '76 years ago, a crowd estimated at 200,000 gathered at the new Oakland airport for an unthinkable air race that even some of the biggest daredevils considered fool-hardy.

It was a race for glory that had already been cap-

tured by others. A race against death that had already claimed three lives.

The date was Aug. 16, 1927, the first year of the Oscars and the first "talkie" movie, the year Babe Ruth would hit 60 home runs, when about 275,000 people lived in Oakland and airplane travel was in its infancy. Three months earlier, Charles Lindbergh made his famous, daring flight across the Atlantic Ocean, in a small plane similar to those eight lined up in Oakland. But the Pacific Ocean was still undefeated.

James D. Dole, president of the Hawaiian Pineapple Co., issued an open challenge, offering \$35,000 in prizes to the first two fliers to cross the Pacific from California to Hawaii nonstop- a publicity stunt intended as a prelude to eventual commercial air transportation between Hawaii and the mainland that we now take for granted.

But Lindbergh said at the time, "The flight from California to the Hawaiian Islands was the greatest air feat in history."

It was also the deadliest. In all, 10 people died, before, during and after the race.

The contest was doomed from the start. Numerous warning signs were ignored, and the event now is recalled as more tragic than glorious.

The glory was seized by two Army lieutenants - A. J. Hegenberger, 29, and Lester F. Maitland, 32 - two months before the race. They conquered the Pacific first, leaving Oakland airport and arriving safely at Wheeler Field on Oahu in 25 hours, 50 minutes.

Because the pilots were from the Army, race participants claimed they were vying to become the first civilians to cross the Pacific.

However, a young airmail pilot named Ernie Smith and navigator Emory Bronte left Oakland on July 14, ran out of gas, and crash-landed in a thorn tree on Molokai Island, 26 hours, 36 minutes later.

It wasn't Honolulu. But the first civilian title was claimed.

All that remained for the "Dolebirds" was money.

Fifteen entrants were originally in the field. Only eight made it to the starting line.

On Aug. 10, two Navy lieutenants from San Diego boarded a plane bound for Oakland but encountered severe fog and crashed into an ocean cliff and were killed.

The next day, death struck another competitor when a World War I flier, was killed while test flying in Southern California.

Meanwhile, in Caro, Mich., fifth-grade teacher Mildred Doran was consumed with "Dole Fever." Described as pretty, with hazel eyes, olive skin and dark curly hair, she was a Michigan State graduate and wore five fraternity pins on her flying suit. Doran's pilot for the little biplane named "The Miss Doran" was Auggy Pedlar, 24, a skinny and hot-tempered lad from Lincoln, Neb.

One more mishap trimmed the entry list - clumsy-looking plane crashed into the bay on its approach to Oakland. Four other planes either withdrew or were not allowed to take off due to insufficient fuel capacity.

The day before the race, each flier was given a copy of the Bible. On the day of the race, each flier was given flowers and a chart showing the expected positions of ships stationed along the route. As the crowd cheered, heavily favored "El Encanto" went first. But its pilots called it a day after crashing during takeoff.

Second was "Pabco Flyer," one of Tour planes with a radio. The pilot. Major Livingston Irving of Berkeley, had no navigator. The plane, thought to be overloaded with fuel, landed in marshland 7,000 feet from the starting line. A second takeoff was also unsuccessful, and Irving gave up.

Next was "Golden Eagle," purchased for \$12,500 by George Hearst Jr. of the San Francisco Examiner. Piloted by Jack Frost, 29, of New York, his navigator was Gordon Scott, 26, 'born in London. The sleek plane went off smoothly and went racing to the west without incident.

Fourth was "Miss Doran." It barely rose above the ground, and no spectator was surprised when she came back 10 minutes later with a smoking engine. The mechanical problems were repaired, and

they took off again, 90 minutes behind the others, and disappeared from sight. It is suspected the pilot didn't refuel for the second takeoff after he had dumped 400 gallons of fuel, and the plane ran out of gas.

It was never found.

Fifth was "Aloha," a lemon yellow monoplane with a pink flowerlet painted around the nose. Martin Jensen, 26, was its pilot, and Capt. Paul Schluter was his navigator.

They took off successfully.

Sixth to take off was the "Woolaroc," piloted by Art Goebel, 31, a big and hand- some World War I flier who belonged to the "Thirteen Black Cats of Hollywood," a group of movie stunt fliers who were paid \$15,000 to blow up ships in midair. His navigator was Lt. William V. Davis Jr. They took off successfully.

Two more planes took off and experienced fuselage damage, "Dallas Spirit" and "Oklahoma." Both crews decided not to race.

A field of 15, down to eight in the race, had just four above the Pacific Ocean.

First to arrive in Oahu - in a time of 26 hours, 19 minutes, 33 seconds - was Woolaroc, claiming a \$25,000 first prize that is the equivalent of more than \$1.3 million in modern-day dollars.

Behind them by two hours was Aloha, taking the \$10,000 prize for second place. The plane arrived with four gallons of fuel, enough for about 20 more minutes of flight.

If the Aloha had not circled around for two hours and 30 minutes - so that the navigator could get an accurate sighting of their position - the Aloha might have arrived 30 minutes ahead of Woolaroc.

The Golden Eagle was lost at sea. It had a radio, but only for receiving. Deham Scott, the pilot's younger brother, believed the Golden Eagle reached Hawaii and crashed on Mauna Loa on the Big Island. However, it was never found.

Nobody ever saw Miss Doran, either. The death

toll, including the pretty Mildred Doran, was now at eight - and would rise.

Capt. William P. Erwin and Alvin Eichwaldt of Hayward, who survived three ship explosions during the war, fixed Dallas Spirit's tail assembly and took off three days later. Their mission was to find two lost ships on the way to Honolulu, part of an attempted around-the-world flight.

Speculation is the plane crashed about 9:03 p.m., after going into a spin. They were never heard from again.

A WEEKEND IN VERMONT...

(Nine Months Later)

Jack decided to go skiing with his buddy, Bob. They loaded up Jack's mini van and headed north. After driving for a few hours, they got caught in a terrible blizzard. They pulled into a nearby farm and asked the attractive lady who answered the door if they could spend the night.

"I realize it's terrible weather out there and I have this huge house all to myself, but I'm recently widowed," she explained. "I'm afraid the neighbors will talk if I let you stay in my house."

"Don't worry," Jack said. "We'll be happy to sleep in the barn. And if the weather breaks, we'll be gone at first light."

The lady agreed, and the two men found their way to the barn and settled in for the night.

Come morning, the weather had cleared, and they got on their way. They enjoyed a great weekend of skiing.

About nine months later, Jack got an unexpected letter from an attorney. It took him a few minutes to figure it out, but he finally determined that it was from the attorney of that attractive widow he had met on the ski weekend.

He dropped in on his friend Bob and asked, "Bob, do you remember that good-looking widow from the farm we stayed at on our ski holiday up North?"

"Yes, I do."

"Did you happen to get up in the middle of the night, go up to the house and pay her a visit?"

"Yes," Bob said, a little embarrassed about being found out. "I have to admit that I did."

"And did you happen to use my name instead of telling her your name?"

Bob's face turned red and he said, "Yeah, sorry, buddy. I'm afraid I did. Why do you ask?"

"She just died and left everything to me."

THE POWER OF THE HUMAN MIND

Accdrnig to rscheearch at Cmabrigde Uinervtisy, it deosn't mttair in waht oredr the ltteers in a wrod are pecald, the olny iprmoetnt tihng is taht the frist and lsat ltteer be in the rghit pclae. The rset can be a total mses and you can sitll raed it wouthit porbelm.

Tihs is bcuseae the huamn mnid deos not raed ervey lteter by istlef, but the wrod as a wlohe. Amzanig

Huh ? Sya wtah !

In view of the above scientific research, be warned that spelling will no longer be a high priority on these pages. Of course, my spell-checker will be useless...