



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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MEETING AND PROGRAM

Our March meeting will take place at 7:30 P.M. on the 6th of March in the Terminal Building at the Livermore Airport. Our program for the evening **may** be a presentation on the products put out by Approach Systems, Inc., with emphasis on the Approach Hub, a junction box and cable system custom-made for your home-built or factory built plane. Hate troubleshooting your own wiring? This could be for you!

If that doesn't pan out, we may be hearing from Bill Copeland discussing his experiences building

First Flight!

Barry Weber put air under the tires of Steve Kearney's Vari Eze for the first time! Congratulations Steve and Barry.

Five guests introduced themselves.

Business: The annual dinner was a success. The Western Aerospace Museum proved very interesting; the food was good, and few complaints of the cold made for a pleasant evening. Thanks go to Ralph, Sharon, Larry and the other volunteers who pitched in.

It was moved, seconded and passed with one dissenting vote that the chapter turn over to Roger Hansen complete control (policy and financing) of the airport wireless internet access. Roger will reimburse the chapter for capital expenses (\$770+/- depreciated to \$500, after one year) by hosting the chapter web site for 10 months at \$50 per month. Thereafter the monthly fee will be in the neighborhood of \$25/month.

It was moved, seconded and passed with one dissenting vote that the chapter reimburse Roger Hansen \$170 for the expense of hardware installed in the LVK Terminal Building to provide internet access for public use. There is to be a sign at the site of this port noting our generosity.

Ralph made an appeal for those who have yet to renew their 2003 chapter dues. \$30 per year buys

Aircraft parts swap meet at Schelville Airport on May 10th. For those who have never been there, a neat airport.

Break and Program:

Roger Hansen arranged to have Todd Sprague from PC Avionics developer of Mountain Scope software present his product. A very powerful program that turns a Pocket Computer (PDA) running Windows CE into a sectional moving map with topographical detail that must be seen to be believed, and at a very reasonable price. Thanks Roger and Todd.

Meeting adjourned for pie.

MINUTES: BOARD OF DIRECTORS MEETING EAA CHAPTER 663, 2/19/03, 7:43 PM, RALPH'S PLACE.

Ralph called the meeting to order.

Six persons were present.

Ralph briefly reviewed the January dinner. Everything seemed to go well. Next year?

The subject of the chapter donating a new larger TV set for the LVK Terminal meeting room was discussed . . . and dropped.

The Chapter Display Case for the terminal building was next. This will be pursued. Ralph or some designated volunteer will contact the Airport Manager (Leander) to check on the placement and size of the case.

Bob Farnam, the tool czar, suggested the chapter purchase a cheap modeler's (less than \$100) optical prop tach. The purchase was approved. He is still checking on some kind of bore scope.

THE PRESIDENT'S CORNER

WOOF, WOOF, WOOF, WOOF!

ARF, ARF, Wag, Wag, Wag.

Pant, Pant, Pant

Wag, Wag, Wag!

RALPH, RALPH, RALPH!

WHEN PILOTS WERE STARS AND AIRLINES GLAMOROUS

by Micheline Maynard

Not long after the teenage con man played by Leonardo DiCaprio decided to pose as a Pan Am copilot in Steven Spielberg's "Catch Me If You Can," he showed up at a TWA counter at Kennedy Airport hoping to catch a ride out of town.

The ticket agent looked up at him and chirps, "Are you my dead head?" Mr. DiCaprio, as Frank Abagnale Jr., was taken aback and had no idea what she meant. But watching the movie, I laughed out loud. In the airline world, a dead head is not a fan of the Grateful Dead, but an airline crew member traveling to his or her next assignment.

"Catch Me If You Can" recalls the glamour that attended the airline world in the early 60's, and, more important, gets the details right. I can vouch for that, not only because I write about the airline industry, but also because I was an airline child.

My father, Frank H. Maynard, joined American Airlines in 1947, after serving in the Army Air Corps in North Africa during World War II. For the next 25 years, until his death, our family enjoyed all the perks that accrued to airline life during its glory years.

As the movie indicates, it was indeed a big deal back then to travel by plane. The average family

leave your house for the grocery store without being dressed up."

Dressing up was required for airline personnel and their families traveling non-rev — short for non-revenue, or on a free pass — especially if they were flying up front, industry jargon for first class. Even employees who were used to the privilege had a sense of adventure about it.

I have vivid memories of my dad, clad in a gray flannel suit, crisp white shirt and tie, standing near the cockpit, chatting with pilots in their navy blue uniforms. Meanwhile, friendly stewardesses, who knew my father from the Detroit airport, where his office was located, would kneel by our seats to welcome us personally on board.

My mother, Bernice G. Maynard, always wore gloves with her suits, while my brother, Frank J. Maynard, and I had probably the most elegant wardrobes of any Midwestern children at the time. He donned blazers and carried his own briefcase, while I had sets of matching coats and dresses from Best & Company, along with a blue leather suitcase that my father had brought home from the airport, where left luggage was sold to employees if passengers never claimed their bags. (NOW we know! ye ED)

This was a world in which martinis (and for us, milk) came in individual glass decanters, where napkins had buttonholes so they would attach to shirt fronts, and where roast beef was wheeled down the aisle, to be carved seat-side. (Thanks to the free passes that continued for my family for a time after my father's death, I never flew coach until I was 17, and then on Air France to Paris, which somehow made it tolerable.)

There was nothing more exciting for a child passenger than to be presented with a pair of souve-

dressed in the double-breasted Pan Am pilot's uniform and cap with a white crown, attire chosen because the airline's first pilots were naval officers, said Ms. Zophres.

Mr. DiCaprio's character sensibly tries to impersonate a copilot, not a captain, or he would have been instantly caught out as a fraud. Captains were the dukes of the airline world, in firm charge of their airships, and able to issue commands within airports that were instantly obeyed as well.

A friend of mine once watched in awe as his father, an American Airlines captain, strode over to a gate agent in Dallas to ask quietly that a spilled soft drink in the terminal's aisle be swept up. The agent immediately snapped to attention. "Right away, sir!" she replied, impressing my friend for life with his father's power.

Working for Pan Am carried even more prestige because it was an international carrier, winging its way to destinations around the world. For me, perhaps the most striking scene in the movie has Abagnale surrounded by a bevy of eight ebullient young women in stewardess uniforms who believe they've been selected from among dozens vying for airline jobs.

It's no surprise they're so excited. "It was something you aspired to and a great way to meet a mate," said Ms. Zophres. One of my dad's duties was to fly to Chicago periodically to attend the job interviews for American's stewardess academy, where the hopeful applicants paraded in front of company managers as if beauty contestants down a runway.

Pan Am's stewardesses were usually college educated and bilingual. They got to wear those distinctive blue-gray uniforms, as elegant as anything Givenchy ever designed for Audrey Hepburn. The vivid turquoise color of the uniforms in

well. To capture the look of the earlier era, the movie's crew activated abandoned terminals at the Ontario, Calif., airport, which stands in for Miami's, as well as the old TWA terminal at JFK, a double-domed structure designed by Eero Saarinen. Known among airport workers as "the flying brassiere," the terminal is now closed, its future in limbo.

Miami is the setting for one of the closest calls for Mr. DiCaprio's character during a notable scene toward the end of "Catch Me." Tom Hanks, playing an FBI agent chasing Abagnale, who has been kiting checks across the country, swoops down on a man outside the faux Miami airport, thinking he has caught his prey. He has not. Mr. DiCaprio's character, the great impersonator, has paid someone to impersonate him.

As Mr. Hanks realizes he has been foiled, a British Airways DC-3 jet, gleaming silver in the sunlight, lifts off into the brilliant blue sky, carrying Mr. DiCaprio away. The vintage aircraft, rented from a company in Los Angeles that keeps a stable of old planes for use by moviemakers, is yet another reminder of an era now long gone.

Micheline Maynard writes about the airline and automobile industries for The New York Times from Detroit.

Movie reviewer's note: Ya gotta see this one!

SMART QUOTES

Designed to make *you* feel really smart!

Question: If you could live forever, would you and why?

"I would not live forever, because we should not live forever, because if we were supposed to live forever, then we would live forever, but we cannot live forever, which is why I would not live forever," --Miss Alabama in the 1994 Miss USA contest.

tempting to check out on the 'glass cockpit' of an A-320.)

Is it true that you must be able to type 20 words per minute to pass the FAA exam?

LEANING YOUR LYCOMING

as seen by lycoming

Lycoming recommends cruise operation at peak EGT or TIT, which is the point where the best economy range starts. For optimum service life, Lycoming suggests operating 50 degrees rich of peak EGT or TIT.

The "newly discovered" method of operating on the lean side of peak exhaust gas temperature has been known since Charles Lindbergh employed it to navigate the Atlantic Ocean and Max Conrad established distance records in his Comanche. Both Lindbergh and Conrad were operating engines that had little potential for detonation based on the fuel they were using.

Operating lean of peak results in substantial reduction power output, more than 8% from that obtained with best power fuel flow. If leaning is initiated at 75% power and continued through 50 degree F lean side of peak, the actual power output at that point will be approximately 69%. No wonder the indicated fuel flow shows a dramatic reduction.

Although the fuel economy seems attractive, the aircraft cruise speed suffers. To keep from wallowing through the sky, proponents encourage opening the throttle once leaned to regain lost power.

This is where the plot begins to thicken. There is a big difference between normally aspirated and turbocharged engines when employing this technique. With a normally aspirated engine, if leaning

gine in this manner. However, we can attest to the fact that things that work well in the test laboratory have not always proven successful in service.

The fact is that the technique of operating lean of peak and power recovery was discontinued due to the resulting increase in service issues. Burned pistons, valves, ruined rod and main bearings were traced to the inability of pilots to utilize this technique with the instrumentation and distractions found in the typical general aviation aircraft. If Lycoming felt that this was indeed an efficient and reliable method of operation, you can be sure that it would be in our recommended procedures.

The best technique to establish peak EGT or TIT is to lean in small increments and allow time for the temperature to stabilize after each lever movement. Continuous movement of the mixture control lever should be avoided since it does not allow for adequate stabilization time. That there are not more problems resulting from improper mixture control is because considerable margin is built into the engines through the development and certifi-

cation process.

[For full article, including information on detonation danger, check the following URL.]

<http://www.lycoming.textron.com/document.jsp?bodyPage==support/engineOperationTips/SSP700A.pdf>

TRY TO BEAT BRUCE

Enter the 39th Hayward Proficiency Air Race which occurs 15 thru 17 May, 2003. Last year Bruce Cruikshank did quite well in this demanding test of piloting skills, now it is your turn to give him some competition. To keep the skies safe, the race is limited to 75 entrants and it might be a good idea to sign up soon. For further info go to www.hwdairrace.org or e-mail them at info@hwdairrace.org--or you can discuss it with Bruce (510-886-6897) And may the best pilot win!

EAA CHAPTER 663 MEMBERSHIP APPLICATION/RENEWAL FORM

NAME _____ NEW () RENEWAL() DATE _____

ADDRESS _____ CITY _____ STATE _____ ZIP _____

E-MAIL ADDRESS _____ HOME PHONE _____ WORK PHONE _____

FAX# _____ WORKFAX# _____ EAA# _____ RATINGS _____

PROJECT _____ FLYING? _____ HOURS _____

SKILLS, PROGRAMS, I CAN GIVE, ETC. _____

NAME TAG YES() NO() NAME TAG INFO _____ HANGAR No. _____

The mighty Lockheed Martin S-3B VIKING demonstrates the new business-friendly approach of the Bush administration toward paying for the anticipated costs of ousting Saddam from power.

