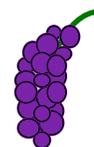




# THE GRAPEVINE



EAA CHAPTER 663 Livermore, California

Vol. XXIV, No. 4, April, 2004

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

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GREG TRIPLETT	462-8633

## MEETING AND PROGRAM

Our April meeting will take place at 7:30 P.M. on the 32nd of March in the Terminal Building at the Livermore Airport. The program will be a presentation by Ray McCrea who will have tales to tell and pictures of travels in Africa to show. This is a presentation which will appeal to the ladies especially--bring them!

### MINUTES: GENERAL MEETING, EAA CHAPTER 663, 3/4/2004 7:43 PM, LVK TERMINAL BUILDING.

Chapter president Ralph Cloud called the meeting to order.

Four guests introduced themselves.

Minutes for the February meetings were approved as printed in "The Grapevine".

The treasurer was not present to make a report.

Business: The display case was on display for its first day in the rear of the meeting room. Ralph requested material fill the shelves. Recruiting additional Flight Advisors and Technical Counselors was discussed. Bob Farnam has offered to be a Flight Advisor. Barry Weber and Bob Sinclair are candidates for Technical Counselors. Greg Triplett and Bob Cowan were accepting ideas for chapter fly out destinations. Plans are developing for the first, an over niter to Sedona AZ April 15 - 18.

Bob Cowan tried to drum up support for the first Young Eagle rallies of the year, April 10, and special for international young persons on April 24.

Ralph reminded lingerers to pay their 2004 dues.

Coming events: An EAA flying featuring the RV-10 will be at Corning Airport.

Next board meeting 3/18 at Ralph's

Next general meeting 4/1

First 2004 chapter barbecue 5/16

EAA Golden West Fly-In, 4/18-20

LVK Open House 9/25

Member Forum: Roger Hansen is organizing a fly out trip to Baja California for April 30. Contact him if you are interested.

Break and then Program: Bill Jepson introduced Livermore Airport Manager Leander Houri. Mr. Houri gave us a presentation of the Airport Master Plan. An extended question and answer session followed. It looks like the future of the airport is assured. New hangars and FBOs are planned. No mention was made of that large square hangar for the local EAA chapter.

Meeting adjourned for pie.

**MINUTES: BOARD OF DIRECTORS  
MEETING, EAA CHAPTER 663,  
3/18/2004, 7:40 PM, RALPH'S PLACE.**

There were nine persons present the initials RC, BC, BW, DJ, EH, SC, GT, BC and BJ.

Treasurer Sharon Constant gave a detailed report of chapter financial condition. The bottom line stands at \$2,533.46. Sharon led a discussion on putting advertising in the newsletter, which is the chapter's major recurring expense. Possible rates and likely advertisers were mentioned. The idea is to get the newsletter to help pay for itself. It was suggested that the e-mail form of the letter be promoted, since it is the paper and the postage that is the problem. The idea of increasing the dues to those getting a paper letter was briefly considered.

The display case was discussed. A volunteer is needed to manage the items to be displayed, and items are needed to display.

The Young Eagle rally was discussed. It was decided to move the April 10 date up to April 3. The special April 24 rally is still on.

Bill Jepson announced future program speakers. Ray McCrea will have tales and pictures of travels in Africa for the April 1<sup>st</sup> meeting. Peter Garrison is on the May meeting, and Direct To Avionics is a possible for June.

Barry Weber suggested we try to move the May 16<sup>th</sup> barbecue to a hangar with a view of the runways. Maybe we could impose on Danny Parker, or Brian on the corner of the northeast hangars. This was greeted with a vertical nodding of heads.

Greg Triplett suggested reviving the Bay Area RV newsletter in some form.

Meeting adjourned.

Respectfully submitted,  
Bruce Cruikshank, Secretary.

**WARNING TO ALL MEMBERS**

**Alan Sima, one of our members sent me an e-mail stating:**

"I thought when I renewed last December I did an address change to reflect my having moved. HOWEVER, the newsletter still goes to the old address."

Sorry, Alan, that's one problem we haven't solved. The N/L editor is too lazy to go to the web page every month and see if anybody has changed their address and the web meister is too lazy to let me know of any changes. I guess that means that I'll have to put a note in the N/L to warn members that no address change is valid for N/L purposes unless they send me an e-mail to that effect!

John

**THE LEGEND OF CESSNA IS ONE OF  
FAMILY**

Clyde Cessna, with help from his brother, Roy, first flew above the salt plains of Oklahoma in 1911. Clyde Cessna's son, Eldon, raced and glided in Cessna aircraft to nurse the business through the Depression. Dwane Wallace, Clyde Cessna's nephew, piloted the company through World War II to its current position as the world leader in total aircraft production.</P>

Clyde Cessna was born Dec. 5, 1879, in Hawthorne, Iowa, where his father worked as a telegraph operator for the Chicago, Burlington and Quincy Railroad. A year later the family moved to a farmstead near Rago, in Kingman County.

By 1900, Cessna had developed a reputation as a mechanic and by 1910 had become manager of an automobile agency in Enid, Okla.

In January 1911 he saw an airplane exhibition in Oklahoma City and decided to buy his own plane and become a barnstormer. Eldon Cessna was 4 years old when his father first bounced into the sky near Enid.

"When a plane crashed, we put it on a train and took it home," Eldon Cessna said when visiting Wichita in 1991. "Then my father would just build the new parts he needed."

On Sept. 1, 1916, Clyde Cessna opened the first aircraft manufacturing facility near Wichita in the Jones Motor Car factory. He built several planes, including the Comet, which set a national speed

record flying from Blackwell, Okla., to Wichita at 125 mph

July 5, 1917: He quit aviation and returned to farming during World War I, but maintained his interest in aviation. In 1924 he purchased a Swallow biplane from Walter Beech and used it to give a first flight to Dwane Wallace.

In 1925, Cessna, Beech and Lloyd Stearman founded Travel Air and designed some of the best airplanes of the day.

The lure of doing things his own way led Cessna to design and build a full cantilevered-wing monoplane on his own time in a rented shop on West Douglas in 1927.

Cessna's design did away with the external struts that supported the wing and relied only on internal bracing. Beech wasn't convinced the public would buy Cessna's design, so Cessna left Travel Air in 1927 to form his own company.

A string of race victories brought a flood of orders and the need to expand. The sale of stock to finance the expansion meant Cessna no longer owned controlling interest in his company.

The new factory on East Pawnee opened in 1929, just in time for the stock market crash. Eldon Cessna, who had joined his father's company, designed and built a series of gliders to help prop the company up. But in 1931 the board of directors closed the factory.

The Cessnas moved to the former Swift airplane factory on South Oliver, just north of the current Boeing factory, and became the C.V. Cessna Aircraft Co.

Cessna racers broke records, stole headlines and won trophies in 1932 and 1933. Winnings from races helped keep the company afloat, but in 1933 one of the races brought tragedy.

The CR-2A crashed Sept. 2, 1933, killing Roy Liggett, a close friend of Clyde Cessna, who rarely flew after that.

"The people of this generation have no idea of the difficulties that the founders of aviation suffered," Eldon Cessna said in 1991. "A lot of them were

killed in learning to fly. A lot of them were killed testing planes. Very few of them lived to be very old."

Dwane Wallace and his brother Dwight helped Clyde Cessna regain control of his company in 1934. They began manufacturing the C-34 and winning races with it, including the Detroit News Trophy Race in 1935.

The C-34 won again in 1936 with Dwane Wallace at the controls and earned the title "World's Most Efficient Airplane."

Eldon Cessna left Kansas for California in 1935 to work for what became Rockwell International. He helped design various military aircraft and the Apollo lunar lander.

Clyde Cessna officially retired Oct. 28, 1936, leaving Dwane Wallace as president. Wallace was not only a trained aeronautical engineer and winning race pilot, he also had a keen business sense and was highly regarded as a friend of the average worker.

His talents helped Cessna Aircraft Co. win large wartime contracts beginning in 1940, and at the end of the war, he quickly set Cessna on course to build airplanes for the masses. The 120 and 140 models, introduced in 1945, evolved into a long line of airplanes still being produced today.

After retiring, Clyde Cessna rarely visited the factory. But according to former chief production test pilot Mort Brown, Wallace would occasionally fly out to the Rago farm and take Clyde for a ride.

Clyde Cessna died Nov. 20, 1954, and was enshrined into the National Aviation Hall of Fame in 1978. Eldon Cessna died Feb. 22, 1992.

Dwane Wallace retired as president of Cessna in 1975 having seen the company rise from the Depression to become the largest producer of airplanes in the world.</P>

Wallace died Dec. 21, 1989. He was inducted into the Kansas Aviation Hall of Fame in 1990.

**"TIME IS FUN WHEN YOU'RE HAVING**

## **FLIES"....KERMIT**

If this Newsletter seems a bit short, it's because the editor and wife have been Steamboating down the Mississippi River on the "Delta Queen", an old Sacramento River sternwheeler, not giving a thought to the N/L. Evidently, no one else was watching the store; when we returned the only input for the N/L was from Bruce, who sent me the minutes.

We toured a lot of places as we went down the river and after arriving in New Orleans we went out to the Atchafalia Swamp and scoped out the wildlife. Also sampled Cajun food and culture (music). And, of course, we had to eat some of the fine food available in New Orleans, listen to jazz and watch drunk and semi-drunk tourists raising cain. But no newsletter work got done--a small price to pay.



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