



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 (MELMOTH IS COMING!!!)

Our May meeting will take place at 7:30 P.M. on the 6th of May in the Terminal Building at the Livermore Airport. The program will be a Peter Garrison and his second own design, Melmoth II. Peter is very well known for his incisive aviation articles which have appeared in Flying and elsewhere. This is one sharp guy.

OTHER CHAPTERS TAKE NOTE

Because of the great interest in hearing Peter, we are opening the meeting to EAAers from all other chapters. Because of the expense incurred in getting Peter here, we're asking for a reasonable "donation" from each visitor.

MINUTES: GENERAL MEETING, EAA CHAPTER 663, APRIL 1, 2004 7:30 PM, LVK TERMINAL BUILDING.

Scott Alair brought his Lancair Legacy to the terminal building for the members to ogle. It had not yet flown. (Ah, but that was then; this is now. Scott has since flown it quite successfully. Scott will certainly fill us all in on the details at the next meeting--an other good reason to attend, as if you needed one! Ye Ed.)

Chapter president Ralph Cloud called the meeting to order. Three guests introduced themselves.

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

The treasurer was not present, but had passed word that the chapter account stood at \$2533.00.

Business: Ralph announced the Livermore Planning Commission meeting on April 6 at the Livermore City Council Chambers to discuss the Livermore Airport Master Plan. Ralph suggested that those who can attend.

Bob Cowan asked for volunteer pilots for the Young Eagle rallies on April 3 and April 24.

Greg Triplett reported the Sedona outing was called off for lack of interest.

Roger Hansen requested that those having problems dealing with the chapter web site see him at the break. Get in line.

The first barbecue of the year will be Sunday May 16, at 1 PM. An attempt will be made to locate the activity with a view of the runway.

Ralph announced the next board of directors meeting for April 15 at his place. The speaker for the May meeting will be Peter Garrison. The Golden West Fly In is coming up June 18-20.

Break and Program: Bill Jepson introduced mem-

ber Ray McCrea. Ray showed us some of his pictures and video of his trip to South Africa, Namibia, Botswana, and Zimbabwe. Included were video of a total solar eclipse which Ray caught up with over Zimbabwe flying his Long EZ flat out. Great show, Ray.

Respectfully submitted Bruce Cruikshank Secretary (I was not present at the Board of Directors meeting.)

The PRESIDENT'S CORNER

Well we're heading into summer again... It's BBQ Time!!! Our first chapter BBQ for the season is Sunday, May 16th. The fun starts at 1 pm. The location is at Brian Motta's hangar, it's in the same corner of the airport but over 2 rows facing the wash rack ... with a view of the airfield. The same plan as always, bring your own entree to grill and a side dish to share. We will have flatware (plastic) and plates. It would help to bring your own chair as we usually have a shortage of places to sit.

At our May 6th meeting, the program will be Peter Garrison, columnist for Flying magazine. This should a great program, come early to see Peter's airplane - Melmoth II. We will be asking for donations to help cover Peter's overnight expenses.

Don't forget the Livermore Planning Commission meeting on May 5th at 7 pm at the Shrine Event Center on Lindbergh Ave. in Livermore (see other article in this issue). The improvements to Livermore Airport that are recommended in the Livermore Airport Master Plan are necessary now, lengthen and strengthen the 25L (it's capacity will still be less than 25R) and a business plan to lease airport land for aviation businesses.

See you around the field.

Ralph

YOUNG EAGLES, A NEWS FLASH

As you may have read, the Young Eagles program is pleased to announce our new Chairman Mr. Harrison Ford. Mr. Ford has been an EAA member since 1996, an active pilot and a Young Eagles Flight Leader with over 90 Young Eagles to his credit and that of EAA Chapter 1049. He has a

passion for aviation and sharing it with others, especially young people. We are looking forward to working with him as Young Eagles continues to launch the dreams of young people worldwide.

An interview with Mr. Ford will also appear in the May issue of Sport Aviation magazine.

In addition, we are also pleased to let you know that Gen. Chuck Yeager will assume the new post of Chairman Emeritus. We are grateful to the General for his support, leadership and guidance through the years as we strove to reach our initial goal of flying 1 million Young Eagles. The General will continue to be actively involved in the program, especially through his activities at EAA Air-Venture Oshkosh.

If you would like to obtain a complete text of the news release and photos please visit the Young Eagles web site at <http://www.young eagles.org/>.

HARRISON FORD NAMED NEW EAA YOUNG EAGLES CHAIRMAN

Harrison Ford, best known as a renowned actor in more than three dozen films but also an extremely active pilot and member of the Experimental Aircraft Association (EAA), was introduced today as the new Chairman of the EAA Young Eagles Program, which has flown more than 1 million young people since 1992. During a welcoming program at Van Nuys, Calif., with EAA President Tom Poberezny, Ford accepted the chairmanship of the program, saying, "It's daunting to step into General Yeager's shoes, but aviation is about learning new skills and the satisfaction that comes with practicing them and doing better."

JUMPING TO A CONCLUSION

EL CAJON, California (AP) -- An elderly man recently diagnosed with a brain tumor leaped to his death from a vintage airplane he rented to celebrate his 88th birthday, officials said Tuesday.

Joseph Harold Frost took off his safety belt at 300 to 400 feet, stood up in the open cockpit of the two-seat biplane and went over the side Monday.

The pilot tried but failed to wrestle him back into the plane and nose the aircraft upward to force Frost back into his seat.

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"I think that was Dad's idea, to go out in a flash of glory," said Robert Frost, who had helped his father arrange the chartered flight on a biplane similar to the ones the elder Frost flew in World War II.

The man landed on an apartment patio, horrifying those who witnessed it.

"I saw him hit the power lines, heard trees breaking. I really thought it wasn't real," Cynthia Lankford said.

WRECK PROVES TO BE SAINT-EXUPERY'S P-38

When French writer and aviator Antoine de Saint-Exupery flew off alone into a July night in 1944 and vanished, his mysterious end became an integral part of the story of his life. Now, hundreds of pieces of a wrecked Lockheed Lightning, found on the Mediterranean seabed off the coast of Provence, have been positively identified as the airplane he was flying that night on a wartime spy mission. French authorities confirmed the find yesterday, based on a serial number found on a piece of the tail. Saint-Exupery, who is beloved in France as the author of "The Little Prince", also wrote the classic "Wind, Sand and Stars" which described his early days as a transport pilot in France. No body was found, and so far the wreck has not revealed any cause for the crash.

"...AND JUSTICE FOR ALL."

The wreck of a Navy Corsair that was salvaged from a North Carolina swamp in 1990 is now the subject of a court battle in Minnesota. Late last month, the U.S. Justice Department filed a lawsuit on behalf of the Navy seeking the return of the Corsair from aircraft restorer Lex Cralley. The Navy is not saying why it is suddenly interested in the wreck, but aircraft historians say it has been identified as a rare Brewster F3A-1 model, perhaps the only one of its kind. Cralley says he registered the aircraft with the FAA as a "non-air worthy model" and has been slowly working on its restoration. Cralley told the St. Paul Pioneer Press he's rattled by the lawsuit, but intends to fight it. The Corsair could have a value in the millions of dollars.

As most of you know, the Livermore Airport is having a new Master Plan completed. If you have been reading the local papers you have probably heard the uproar from opponents to the proposed improvements to the airport the Master Plan includes. Currently, the Master Plan is before the Livermore Planning Commission for public hearings. On April 6th, the first scheduled hearing, there were so many in attendance (mostly opposed to the plan) that the Planning Commission had to reschedule the hearing so everyone could be inside and participate.

The new date is: 7:00 p.m., May 5th, 2004 at the Shrine Event Center, 170 Lindbergh Avenue in Livermore.

The biggest complaints of the opponents of the plan are; too many operations (370,000 by 2020) noise and more jets (more noise). Their arguments are based on a few facts from the master plan, but mostly on unsubstantiated misinformation and misrepresentation of the contents of the master plan by a small, vocal group from cities to the west of the airport.

I will attempt to address these issues. First, too many operations. The Master Plan was prepared by first doing an evaluation of the airport in its current state. In that light, the consultant did a forecast of the number of operations to be expected at the end of the Master Plan period, the year 2020. This forecast was done using data from the Federal Aviation Administration and Caltrans, combining this data with airport-specific factors the forecast was for 370,000 operations per year in 2020. This is just a FORECAST not a GOAL or TARGET!

The next issues we will combine - noise and more jets. I'm doing this because the complaints about noise address mainly jet noise. The forecast of activity included a breakdown of the activity comparing 2001 to 2020 activity by aircraft type. The 5 categories of jets in this table are: Large Turbofan, Small Turbojet, Small Fanjet, Medium Fanjet and Large Fanjet. The biggest increase in this type of activity is small fanjet from 1,100 to 10,000. The current trend in general aviation is toward the small fanjets, which are very quiet, in some cases

quieter than a piston single. The two categories, turbofan and turbojet, these are the jets that you can hear after they are almost gone, are not represented in the 2020 numbers. The bottom line on jet noise - by 2020 the jets will all be fanjet with high bypass ratios, very quiet and efficient.

The benefit of Livermore Airport, not just to pilots, is broad. From an economic standpoint the airport contributed \$53 million dollars directly and indirectly annually to the local economy. This benefit was not only to Livermore but the surrounding communities also. Another benefit to the city of Livermore is the tax revenue from the personal property taxes on the aircraft and the possessory tax on the hangars paid by the airport tenants. A substantial portion of these taxes are benefitting the local schools.

I want to quote a paragraph from the Master Plan: "General Aviation airports, including airport operations, businesses that serve the airport both directly and indirectly, and those businesses that are attracted to an area as a result of the availability of an airport, provide an important and measurable economic benefit to the local economy. Often times, the benefits of general aviation and the airports that serve this constituency are overlooked and seen as invisible to the economy. In fact, most general aviation airports in a local community context are seen by the nonusers as a detriment due to issues mainly associated with noise and land uses. However, airport flight operations including aircraft used to deliver needed supplies, such as automobile parts and medical equipment/supplies, business aircraft used to transport employees to a meeting, transient charter aircraft or recreational flying all provide demand for goods and services. This demand for goods and services result in dollar expenditures to obtain goods and services. The expenditures at the local level benefit local businesses, create and sustain jobs, and provide a stream of tax revenue to local government."

I hope to see you at the Planning Commission meeting on May 5th, and I hope that this information will help you understand the issues. If you have any questions, please give me a call or go to this [web site:](http://www.ci.livermore.ca.us/airport-mp.html)

<http://www.ci.livermore.ca.us/airport-mp.html>

Ralph Cloud

THE B-17 IS COMING TO HAYWARD

Chapter 20 and 29 are cosponsoring the B-17 at Hayward on May 21,23 (you knew that) and we're also offering a raffle of a seat/ride for \$10/ticket. Could you let your membership know?

I've got the tickets and can send you a batch if you like. All you have to do is send in \$10 with each ticket stub...simple. Drawing will be well before the event so plenty of planning time.

Thanks

Bob Fritz
EAA 20 pres.
650 400-1947

SO THE AIRLINE LOST YOUR BAGS, TOO...

Ralph just received this panic message from Bob Honig, General Manager of Eagle Engines and/or American Propeller Service.

ALERT: Sun n Fun attendees

If you requested information from Eagle Engines or American Propeller Service for engines, propellers or Designer*Props, please be advised that the airline lost or misplaced several items including the information request forms you filled out. So that we can process your request, please contact us at 800-292-7767 or via the contact form that's on our websites

www.eagleengines.com
www.americanpropeller.com
www.designerprop.com

Your help in this serious matter is truly appreciated.

HAVE A NICE FLIGHT

All too rarely, airline attendants make an effort to make the in-flight "safety lecture" and their other announcements a bit more entertaining. Here are some real examples that have been heard or reported:

On a Continental Flight with a very "senior" flight attendant crew, the pilot said, "Ladies and gentlemen, we've reached cruising altitude and will be turning down the cabin lights. This is for your

comfort and to enhance the appearance of your flight attendants."

On a Southwest Airline Flight the Flight Attendant said "There may be fifty ways to leave your lover but there are only six ways to get out of this aircraft. So please pay attention."

On landing the stewardess said, "Please be sure to take all your belongings. If you're going to leave anything, please make sure it's something we'd like to have."

"Thank you for flying Delta Business Express. We hope you enjoyed giving us the business as much as we enjoyed taking you for a ride."

As the plane landed and was coming to a stop at Washington's Ronald Reagan National, a lone voice came over the loudspeaker: "Whoa, big fella. WHOA!"

After a particularly rough landing during thunderstorms in Memphis, a flight attendant on a Northwest flight announced, "Please take care when opening the overhead compartments because, after a landing like that, sure as hell everything has shifted."

From a Southwest Airlines employee: "Welcome aboard Southwest Flight XXX to YYY. To operate your seat belt, insert the metal tab into the buckle, and pull tight. It works just like every other seat belt; and, if you don't know how to operate one, you probably shouldn't be out in public unsupervised."

In the event of a sudden loss of cabin pressure, masks will descend from the ceiling. Stop screaming, grab the mask, and pull it over your face. If you have a small child traveling with you, secure your mask before assisting with theirs. If you are traveling with more than one small child pick your favorite.

Weather at our destination is 50 degrees with some broken clouds, but we'll try to have them fixed before we arrive. Thank you, and remember, nobody loves you, or your money, more than southwest Airlines."

"Your seat cushions can be used for flotation; and, in the event of an emergency water landing,

please paddle to shore and take them with our compliments."

Should the cabin lose pressure, oxygen masks the overhead area. Please place the bag over your own mouth and nose before assisting children... or other adults acting like children."

"As you exit the plane, make sure to gather all of your belongings. Anything left behind will be distributed evenly among the flight attendants. Please do not leave children or spouses."

And from the pilot during his welcome message: "Delta Airlines is pleased to have some of the best flight attendants in the industry. Unfortunately, none of them are on this flight!"

Heard on Southwest Airlines just after a very hard landing in Salt Lake City: The flight attendant came on the intercom and said, "That was quite a bump, and I know what y'all are thinking. I'm here to tell you it wasn't the airline's fault, it wasn't the pilot's fault, it wasn't the flight attendant's fault...it was the asphalt!"

Overheard on an American Airlines flight into Amarillo, Texas, on a particularly windy and bumpy day: During the final approach, the Captain was really having to fight it. After an extremely hard landing, the Flight Attendant said, "Ladies and Gentlemen, welcome to Amarillo. Please remain in your seats with your seat belts fastened while the Captain taxis what's left of our airplane to the gate!"

Another flight attendant's comment on a less than perfect landing: "We ask you to please remain seated as Captain Kangaroo bounces us to the terminal."

An airline pilot wrote that on this particular flight he had hammered his ship into the runway really hard. The airline had a policy which required the first officer to stand at the door while the passengers exited, smile, and give them a "Thanks for flying XYZ airline." He said that, in light of his bad landing, he had a hard time looking the passengers in the eye, thinking that someone would have a smart comment. Finally everyone had gotten off except for a little old lady walking with a cane. She said, "Sonny, mind if I ask you a question?" "Why no Ma'am," said the pilot. "What

is it?" The little old lady said, "Did we land or were we shot down?"

After a real crusher of a landing in Phoenix, the Flight Attendant came on with, "Ladies and Gentlemen, please remain in your seats until Capt. Crash and the Crew have brought the aircraft to a screeching halt against the gate. And, once the tire smoke has cleared and the warning bells are silenced, we'll open the door and you can pick your way through the wreckage to the terminal."

Part of a flight attendant's arrival announcement: "We'd like to thank you folks for flying with us today. And, the next time you get the insane urge to go blasting through the skies in a pressurized metal tube, we hope you'll think of US Airways."

A plane was taking off from Kennedy Airport. After it reached a comfortable cruising altitude, the captain made an announcement over the intercom, "Ladies and Gentlemen, this is your captain speaking. Welcome to Flight Number 293, non-stop from New York to Los Angeles. The weather ahead is good and, therefore, we should have a smooth and uneventful flight. Now sit back and relax - OH, MY GOD!"

Silence followed and after a few minutes, the captain came back on the intercom and said, "Ladies and Gentlemen, I'm so sorry if I scared you earlier; but, while I was talking, the flight attendant brought me a cup of coffee and spilled the hot coffee in my lap. You should see the front of my pants!" A passenger in Coach said, "That's nothing. He should see the back of mine!"



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