



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 December meeting will take place at 7:30 P.M. on the 7th of December in the Terminal Building at the Livermore Airport. Our speaker will be Gregg Victory of Victory's Dynamic Propeller Balancing. Gregg will describe the benefits and process used to balance a propeller. For more information see www.balancemyprop.com

MINUTES: GENERAL MEETING EAA CHAPTER 663, 11-02-06 7:30 PM LVK TERMINAL BUILDING

Guest: None were present.

Bob Flagg gave a short talk about Bill Bunce's life and what his friendship meant to him.

The meeting was called to order by vice president Brad Olson due to Bob Farnam being on a cruise ship somewhere in the Mediterranean.

Business: Ralph Cloud made a motion for the chapter to spend \$350.00 to purchase Roger Hansen's air compressor that is hooked up to the chapter bead blaster. The motion passed unanimously.

Harry Crosby and Bob Steffan gave a short report on their experience at this years Copper State fly in.

Barry Weber gave a report on the Edwards AFB open house.

Ralph Cloud said the airport planning commission approved the new LVK rules and regulations and recommended that the city council approve them.

Break at 8:00

Program: Dick Jones, who currently has an aerial photography business, presented a slide show that covered many aviation topics. Dick started his career as a mechanical engineer with Sandia lab designing detonators for various types of warheads. He later went to work with several different UAV's projects located at Edwards AFB including the Burt Rutan designed Proteus. One of the projects was based in Alaska using Proteus as the platform for the sensor package for testing solar and thermal energy. He also showed a video of him piloting the Fuji blimp from the Hayward Airport, around the north bay and back. Dick also promotes aviation by presenting his slide show to the local schools.

Meeting Adjourned for pie at 9:15.

BOARD MEETING: 11-16-06 BOB FARNAM'S PLACE.

Present: Bob Farnam, Brad Olson, Scott Alair, Bruce Cruikshank, Dick Jennings and John Meyer.

The board had a discussion about **finding a chapter Treasurer** to replace Bill Bunce and tying up some loose ends with the chapter checking account.

HOLIDAY DINNER, OTHER CHAPTERS TAKE NOTE!

THE BOARD DECIDED TO **ALLOW NON-CHAPTER MEMBERS** TO COME TO THE JANUARY 20TH CHAPTER DINNER TO HEAR OUR GUEST SPEAKER, **CLAY LACY**. THE COST OF THE DINNER IS \$25.00 PER PERSON AND WILL BE LIMITED TO THE FIRST 100 PEOPLE WHO PAY THE TREASURER, DUE TO THE SIZE OF THE ROOM AT THE ROBERT LIVERMORE CENTER. THE LAST DAY TO PAY FOR YOUR DINNER IS JANUARY 13TH IN ORDER TO GIVE THE CATERER A HEAD COUNT FOR THE FOOD.

The board had a discussion about **potential guest speakers** for future chapter meetings.

Meeting adjourned for pie at 8:50.

VARIEZE CRASH IN FLORIDA

Recently the crash of a Varieze was reported in the canard aviators group. The pilot had built the plane over 20 years ago and had flown it well over 400 hours by the time of the accident. Cause of the accident was an unlatched canopy which the pilot tried to relatch, unsuccessfully. The plane will fly this way, but it is windy and noisy and in some cases, quite distracting. The pilot just lost it and crashed. His injuries were limited to broken bones, etc., in his legs; he will recover. However, he was quoted as saying that since he no longer had a plane and was 72 years old, he was going to hang it up. This bit about his age hit a nerve in Don Denhard, a Long EZ pilot, who wrote the following response.

NEVER TOO OLD!

What's this too old crap all about? I soloed in 2002 at 68 and after putting about 90 hours on spam cans I decided I wanted a real aircraft. What's better than a Long EZ? I read all the information I could get hold of, yes, including the John Denver incident. I went on the Web and found what

looked like a nice Long EZ in Dallas. I had joined the local EAA Chapter and one of the members was an ex-Scaled employee. I talked him into flying to Dallas and we looked over the Long EZ. It was and is a nicely made aircraft, a bit heavy at 970 lbs but it had an O-235 L2C 118HP and it flew hands off. I bought it and hired my ex-flight instructor to ferry it back from Dallas with me in the back seat. My home base is Columbia (O22) and about 30 miles away is Castle AFB, an old B52 base with an 11,802ft runway. Having read the POH for the Long EZ, we flew over to Castle and I did about 5 or 6 taxi runs up and down the runway, flying the canard. My brave instructor said "OK, back to Columbia" and I flew back and landed. I haven't looked back since. I have 480 hrs on the Long EZ and I've had some of the best times of my life and met a great bunch of people.

Oh, did I mention that I checked out an ex-Astronaut. X-Cor had hired a new pilot for the RocketEZ to replace Dick Rutan. His name is Ric Searfoss and he needed some time in a Long EZ. My ex-Scaled buddy now works at X-Cor and he asked me if I would take Ric up. To make a *long* story short (excuse the pun) I had an ex-Astronaut with about 15,00 hours being checked out by *me*.

Don't give me this too old crap!

Don Denhard
Long EZ 93EZ

AND YET AN OTHER EXAMPLE

Capt. John Young (Gemini, Apollo, Shuttle) flew T-38's and the shuttle training aircraft until he retired from NASA at age 72. He always wanted someone in the backseat with him but it was mainly because the T-38 don't have autopilot and Capt. Young wanted an "altitude hold".

Nobody ever saw a single performance issue with him.

WANTED: USED AIRCRAFT TIRES

Sizes smaller than 6x6.00. Northern California German Shepherd Rescue uses them for dog toys/chews.

If you have any, contact Ralph Cloud @ 925-449-1048 or e-mail: rv9ralph@flash.net

NOT EXACTLY FORMATION FLYING!

Although these two look mighty close together, they are on final to SFO's parallel runways, their flight paths separated by about 3,400'. The 757 is probably about that far ahead of the 747, but I'll bet that the left side passengers on the 747 are going "Whoa, what's that up ahead?"

Oh, and how long do you suppose that the photographer had to wait to get this shot?



ASLEEP AT THE WHEEL!

by John Slais, Ch. 723, Camarillo, CA
During the last years of the Vietnam War our U-2 squadron was assigned a particularly boring mission that all the pilots hated but, nevertheless, was more effective than any alternative so we were stuck with it. Flying out of U-Tapao Air Base in southern Thailand, our job was to take up a position over the Gulf of Tonkin, fly a large

racetrack pattern just offshore out of the range of surface to air missiles (SAMs), stay in the orbit for eight hours then return to base for a mission length of 10-11 hours. From our altitude we could capture all electronic transmissions over Viet-nam, Laos and most of Cambodia and Burma so the U-2s were on station for a minimum of 16 hours per day keeping dozens of intelligence people employed.

Everything that the plane "captured" was recorded but also sent in real time to analysts, some of whom were actively involved in directing air and ground strikes, intercepts, etc. That was all done automatically so all the pilots could do was monitor the autopilot and make a turn every ten minutes or so. We each had our own methods to combat boredom (read sleepiness); some would read, difficult with bulky gloves, helmet and poor lighting. I carried a chess set with magnetic pieces and challenged my controllers to a game whenever I was on station, never knowing how many were contributing at the other end.

One night one of our pilots did what we all secretly feared would happen, he fell asleep at the wrong time! In those days our racetrack was *perpendicular* to the coast, between Hanoi and the island of Haiphong, and "Sleepy" fell asleep on the inbound leg. His controller knew immediately that Sleepy had over flown his turn point but Sleepy, soundly napping, did not hear the radio calls, becoming more and more frantic as Sleepy neared the most heavily defended city on earth. The North Vietnamese, lulled by many months of watching the U-2s fly a racetrack, were slow to respond to their opportunity. Search radars changed to acquisition mode as he came into range, then at least one to the high pitched warble of launch mode. It was almost too late for Sleepy, as his controller screamed "Sleepy! Wake up NOW or you'll be dead in 30 seconds!" That did it! Sleepy popped awake, saw, the red light warning of launch radar lock-on and immediately began a maximum rate turn back to safety.

Saved by a persistent air force controller and a North Vietnamese defense system caught napping, Sleepy was immediately sent back to the states to explain himself to headquarters (always ugly). Nevertheless, good came of it because they changed the mission to be parallel to the shore, lessening the opportunity for a similar disaster in the future.

It was on one of those parallel tracks, months later, where I witnessed a terribly awesome spectacle that has become another burned-in memory. At night, above 70,000 feet and just outside the reach of any SAM sites, I was northbound, just south of the Hanoi complex, when the sky began to light up. Unbeknownst to me, a strike force of B-52s had arrived from Guam

at that precise time and had just crossed the shoreline. The initial SAM's that missed their targets began to explode harmlessly 10 miles higher than the 40,000 ft. that the B-52s were flying, throwing their white-hot shrapnel in mile-wide displays in the rarified 100,000 ft. atmosphere. Not being able to see the B-52s I was a confused spectator for half a minute as the massive fireworks display increased, filling the western sky, until I began to see the pockmarks of dozens, then hundreds, of bombs exploding at what I presumed to be ground level, adding their own searing fragments to the hell-scene of destruction. In the midst of the terrible, fiery display I became aware of mid-level explosions, below me, as some of the SAM's either found their marks or came close enough for their proximity fuses to detonate them for effect. A larger, deeper flash than the others made me fear that an airplane had been hit which, alas, later proved to be true.

The planes carried six men. Whenever I see a July 4th fireworks display, I remember the time I had a solo ringside seat to the most violent explosive display that two warring nations could provide, featuring hundreds of missiles and bombs, costing hundreds of millions of dollars and untold deaths, six of them more dear to me than the others.

I usually cry.

CLAY LACY

A bio

Clay Lacy is a native of Wichita, Kansas. He started flying at the age of twelve, and in January 1952, at age 19, he left Wichita to join United Airlines as a copilot on DC-3 aircraft. In January 1954 Clay took military leave from United Airlines to attend Air Force Pilot Training. After completing F-86 Gunnery School in August 1955, he returned to United Airlines and continued flying military fighters and other aircraft with the California Air National Guard.

One of the first pilots to receive a Learjet Type Rating in November 1964, Clay was the Manager of Learjet Sales for California Airmotive, the Learjet distributor in the seven Western United States.

From 1964 through 1972, Clay flew a purple P-51 Mustang in every Unlimited Air Race held. He

placed first in the 1970 Reno Unlimited Pylon Race to become the 1970 National Champion. In 1971 he placed first in the last propeller unlimited cross-country race held. He followed that by winning first place in the Fighter Pilot Tournament held in St. Louis, and also placed first in the Jet Class of "The Great Race" from London, England, to Victoria, British Columbia the same year flying a Learjet 24.

With his exclusive Astrovision equipped Learjets, Clay does almost every airline commercial filmed, and most Hollywood aerial filming. A few of the films that Clay provided all the aerial sequences are, "Top Gun" "Flight of the Intruder" and "The Great Santini", and much of the photo work for the aircraft industry and military.

As a member of the Screen Actors Guild and Directors Guild of America, Clay has participated in dozens of movies. He faked a gear-up landing of a Learjet for the Movie, "Capricorn One", and landed a DC-3 (for real!) gear-up, for the movie "The Island".

With over 50,000 hours as a pilot, Clay holds an Airline Transport License with thirty (30) type ratings, helicopter, seaplane, flight instructor and flight engineer. He retired, Seniority Number One, from United Airlines on August 31, 1992 after 40 years and 7 months. At the time of his retirement, Clay was flying the Boeing 747-400

Los Angeles to the Orient.

On January 28, 1988, Clay flew a Boeing 747SP around the world in 36 hours 54 minutes, establishing a New Around The World Speed Record and in so doing, raised over \$500,000 for children's charities.

In addition, Clay has done test flying, making first flights on the original Pregnant Guppy, the STOLIFTER, the GENIE and the TRI - DC 3.

The man who once said, "I have seldom met an airplane I didn't like", was singled out by *Professional Pilot* magazine as the ideal person to evaluate the latest and the best contributions by the Aviation Industry. *Professional Pilot* engaged Clay as an experienced advocate for both pilots and operators, and arranged to have him flight check and editorialize about the many new aircraft in this exciting marketplace, over 40 to date, Clay began writing his editorials and commentary for *Professional Pilot* in May of 1997, and after dozens of byline articles, has been repeatedly voted the most popular writer, year after year.

Clay Lacy Aviation is one of the oldest Jet Charter Companies in the U.S., operating over 40 Jet Aircraft from Lear 24s, 25, 35, 55, Hawker, Challenger, Gulfstream II,III,IV,V, Boeing 727s, and a BBJ.

EAA CHAPTER 663 MEMBERSHIP APPLICATION/RENEWAL FORM

NAME _____ NEW () RENEWAL () DATE _____

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E-MAIL ADDRESS _____ HOME PHONE _____ WORK PHONE _____

FAX# _____ WORK FAX# _____ EAA# _____ RATINGS _____

PROJECT _____ FLYING? _____ HOURS _____ E-MAIL _____

SKILLS, PROGRAMS, I CAN GIVE, ETC. _____

NEED A NAME TAG YES () NO () NAME TAG INFO _____

HANGAR No. _____ SPOUSE _____

Please give or send this completed form with a \$30 check (**No cash**, please) to:

Barry Weber
4136 Guilford Avenue
Livermore, CA 94550



See Clay Lacy, in person at our holiday party!



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