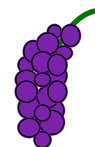


THE GRAPEVINE



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 January meeting will take place at 7:30 P.M. on the 8th of January in the Terminal Building at the Livermore Airport. Our program for the evening will be a presentation by Carl-Erik Olsen, a new chapter member, who will be discussing his airplane (pictured below taking off from Frazer Lake) and experiences he and his wife had flying in Europe

Their aircraft is a 1947 Danish KZ VII built by Scandinavian Aero Industry, a high wing, 4 place with a Roll Royce O-300 engine of 145 HP. The KZ VII is the only of its kind in America, reg. N159KZ. However the original Danish register OY-DTY is still shown in 12" high letters. It is now registered in Exp. Exhibition Class. Just 35 examples are left in the World today out of 56 ever built. The majority are in Denmark.

He has made a complete ground up restoration of the KZ VII in 1999-2001. His craftsman experience

is mainly in woodwork, glues, lamination and wood construction as he was originally a journeyman in boat building. (Oceangoing yacht made in oak, mahogany and teak). He also has experience in fabric and painting from using Poly Fiber or Stits materials. He has worked with steel, welding and aluminum, but does not consider himself to be an expert in that field. He is currently building an all-wood GP4 aircraft, which he started nearly 10 years ago. It is temporary *resting*. He has all the materials in wood, steel, hardware and bolts.

In his presentation he will make interesting comparisons of differences between aviation in Denmark and America. He and his wife have made cross country flights out of Denmark to Germany and Sweden several times (including a *visit and stay* in the former East-Germany). They have also made a 16-day journey through Germany, The Netherlands, Belgium, France to England. Similarly they toured through Sweden, crossing The Baltic Sea (1 hour of water) to Gotland and back. One of his the more spectacular experiences involved loss of electrical power over The Netherlands rendering him unable to use the GPS or his radio to navigate through the many control zones. They have been intercepted by a Hind MIL-24 gun-ship over Czech Republic, and were detained for 4 hours and then *escorted* out.

Another experience involved wrecking a newly bought aircraft (KZ VII) on the first flight without CFI, with the whole family watching.

He also has extensive knowledge of the KZ factory history and their various models. Should be very interesting and entertaining. Among other things are emergency landing on ice for a airmail-KZ VII aircraft, ambulance flights in Denmark and Greenland, and more. You've GOTTA be there to hear all this.

CARL-ERIK OLSEN'S KZ VII TAKING OFF FROM FRAZER LAKE AIRPORT

TOO BIG TO E-MAIL--SORRY!

MINUTES: GENERAL MEETING EAA CHAPTER 663 DEC. 4, 2003 7:32 PM, LVK TERMINAL BUILDING.

Chapter president Ralph Cloud called the meeting to order.

Two guests introduced themselves.

Minutes for the November meetings were approved as printed in "The Grapevine" with all mentions of the annual dinner changed to Jan. 24, '04.

Treasurer Sharon Constant reported a total of \$2,733.11 in chapter funds, reflecting the purchase of the digital scales and other expenses.

Business: The annual dinner is coming January 24 at the Western Aerospace Museum at the Oakland airport north field. Festivities begin are to begin at 5:30 pm, with dinner at 6:30. Some set up will be required so arriving early is not bad. This is a little early to give our featured speaker Brian Shul more time to speak. We must be out by 10:00 pm.

The general meeting for January will be on the 8th instead of the 1st. . . .

Tool czar Bob Farnam reported on the ease of use of the new scales. Bob Buckthal's Glasair was the first to suffer the indignity of being weighed, the truth can be ugly.

The first of the 7 pm aerodynamics classes was shown. Several members enjoyed the first of 13 lectures by the late Dr. Alexander Lippisch.

Dues (\$30) for the new year are to be collected at the break.

Announcements: The next board of directors meeting will be Dec. 18, at Ralph's place; all are welcome.

Member's forum: Roger Hansen introduce Jim Ham's newest product, a miles per gallon indicator

which uses information from a GPS navigator and a fuel flow sensor to display mileage, a bit of information which leads to maximum flight efficiency.

Break and then Program: Bill Jepson introduced Duane Burcham local sales rep for Aero Lift. Duane presented a slide show and answered questions about the economies of stacking airplanes one on top of the other and the hardware to do this, a nifty way of shoring two airplanes in a single T hangar.

Bill Jepson with the help of others gave a presentation on the joys of dimpling and riveting aluminum, a process he will come to know well. There was a good bit of noise but NO DUST or ODORS.

Meeting adjourned for pie.

MINUTES: BOARD OF DIRECTORS EAA CHAPTER 663, DEC. 18, '03, ~7:40 PM, RALPH'S PLACE.

Ten persons were present with the initials GT, RJ, LF, S & J C, JM, BC, BC, BJ, and RC.

The annual dinner coming on January 24th was the first item. Sharon Constant volunteered to arrange for the all important radiant heaters. A source for a public address system for guest speaker Brian Shul has yet to be fined up. Picture frames for three first flights are needed; chapter service certificates will go unframed. \$20 per person will be the price.

The next discussion concerned increasing the number of Technical Counselors and Flight Advisors. Qualifications and possible candidates for these positions were hashed over a good bit.

The aerodynamic lecture via DVD prior to the general meeting was considered worthwhile and will be continued. (It is the opinion of your secretary that watching these lectures will increase the understanding of the medium we operate in and make us better pilots.)

Chapter tools: It was suggested the chapter add a fish scale to the chapter collection of tools. Pete

Bodie bought one to check the break out force on the RV-6A he has nearly completed. Maybe he could donate it to the chapter, or we could buy it from him.

Some means of distributing the names of persons signed up for Young Eagles flights were discussed so members could offer to make Young Eagle flights on an individual basis. YE coordinator Bob Cowan said he could e-mail an Excel spread sheet of the list applicants if only his computer had not crashed.

Bill Jepson has member Carl-Eric Olsen who owns a rare KZ-7 (kind of a 4 place Fieseler Storch) lined up to give us a presentation his airplane, and being a target for F-16s, for the January 8th meeting.

Meeting adjourned for pie.

Respectfully submitted, Bruce Cruikshank Secretary

C-130 CARRIER OPERATIONS

Not only did the C-130 land on and take off from an aircraft carrier, but what is even more amazing is that the plane did so unassisted--without using arresting gear to reduce the landing roll or using the ship's catapult to become airborne.

The astounding feats occurred from the deck of the USS Forrestal in October 1963 using a Marine Corps KC-130F. The motivation for these tests, ordered by the Chief of Naval Operations, was to determine the feasibility of using the existing C-130 aircraft as a long-range carrier on board delivery (COD) transport. At the time, the Navy was using the C-1 Trader for COD duties, but the plane was limited to a rather small payload and a 300 mile (480 km) range. When operating far out at sea, carriers were unable to receive desperately needed supplies without steaming closer in to shore. It was hoped that the larger, long-range C-130 would be able to address that deficiency.

And so it was, on 8 October, that the Navy received the KC-130F refueling tanker (BuNo 149798) on loan from the USMC. Prior to the tests, Lockheed had modified the plane by installing an anti-skid braking system, removing the under wing refueling pods, and adding a smaller nose gear orifice. The aircraft carried a crew of four: LT

James Flatley as pilot, LCDR W. "Smokey" Stovall as copilot, ADR1 Ed Brennan as flight engineer, and Lockheed flight test pilot Ted Limmer.

Initial flight testing began on 30 October when the C-130 made its first landing on the Forrestal into a 40-knot wind. Helping to guide the C-130 along the deck was a special dashed centerline. But even with this line, the aircraft's wing tip cleared the carrier's island control tower by less than 15 ft (4.6 m).

Adding to the challenge of operating the large aircraft from a carrier deck was a relatively heavy sea state. In the words of Lockheed's chief engineer, Art Flock, who was aboard to observe the tests, "The sea was pretty big that day. I was up on the captain's bridge. I watched a man on the ship's bow as that bow must have gone up and down 30 feet." To ease the operations, the ship increased speed to provide more wind speed over the deck and reduce the unsteady rocking and heaving motions. "That airplane stopped right opposite the captain's bridge," recalled Flock. "There was cheering and laughing. There on the side of the fuselage, a big sign had been painted on that said LOOK MA, NO HOOK." (my kind of humor!)

Perhaps one of the most amazing accomplishments of the plane was described by Lockheed pilot Ted Limmer, who had qualified test pilot LT Flatley, a Patuxent River Naval Air Station fighter pilot and LSO (landing signal officer) to fly the C-130. "The last landing I participated in, we touched down about 150 feet from the end, stopped in 270 feet more and launched from that position, using what was left of the deck. We still had a couple hundred feet left when we lifted off. Admiral Brown was flabbergasted." LT Flatley was eventually awarded the Distinguished Flying Cross by the Navy for his participation in the test program.

All told, the flight tests included 29 touch-and-go landings, 21 unarrested full-stop landings, and 21 unassisted takeoffs at gross weights ranging from 85,000 lb (38,555 kg) to 121,000 lb (54,885 kg). At the lower weight, the aircraft managed to come to a complete stop in only 267 ft (81 m), which is little more than double the plane's wingspan. Even at maximum weight, the C-130 required only 745 ft (227 m) for takeoff and 460 ft (140 m) for landing. Landings were made shorter by reversing the propellers while the aircraft was still a few feet

above the flight deck. Videos documenting the landing and takeoff attempts are available on-line.

Based on these tests, it was determined that the C-130 could carry 25,000 lb (11,340 kg) of cargo and personnel to a carrier at a range of 2,500 miles (4,020 km). However, the risks of operating such a large aircraft in the hectic day-to-day carrier environment were considered too great, and the idea of using the C-130 as a COD aircraft was abandoned. The C-130 has never been operated from a carrier since, and the much smaller C-2A Greyhound was later selected to fulfill the COD role.

And you thought that Runway 25 L at LVK was a tad short?

Oh, yeah, and several versions of the U-2 were flown onto and off carriers later. Nothing the Navy can't do! Well, I take that back, certainly no SR-71s onto or off any carrier. No carrier Captain would hold still for that!

CULTURE FOR EAA MEMBERS

These are the winners of a New York magazine contest in which contestants were to take a well-known expression in a foreign language, change a single letter, and provide a definition for the new expression. You get one point for each expression that you can write correctly and one for each original expression that you can translate.

HARLEZ-VOUS FRANCAIS
Can you drive a French motorcycle?

EX POST FUCTO
Lost in the mail

VENI, VIPI, VICI
I came, I'm a very important person, I conquered

COGITO EGGO SUM
I think; therefore I waffle

RIGOR MORRIS
The cat is dead

RESPONDEZ S'IL VOUS PLAID
Honk if you're Scottish

QUE SERA SERF
Life is feudal

LE ROI EST MORT. JIVE LE ROI
The king is dead. No kidding.
PRO BOZO PUBLICO
Support your local clown

MONAGE A TROIS
I am three years old

FELIX NAVIDAD
Our cat has a boat

HASTE CUISINE
Fast French food

VENI, VIDI, VICE
I came, I saw, I partied

QUIP PRO QUO
Fast retort

ALOHA OY
Farewell, from such a pain you would never know

VISA LA FRANCE
Don't leave your chateau without it

AMICUS PURIAE
Platonic friend

L'ETAT, C'EST MOO
I'm bossy around here

ICH BIT EIN BERLINER
He deserved it.

ZITGEIST
The Clearasil doesn't quite cover it up.

E PLURIBUS ANUM
Out of any group, there's always one asshole.

VAN'S CROWD WILL NEVER LET US HEAR THE END OF THIS!

SYDNEY (Reuters) - Stormy weather forced an Australian adventurer stranded in Antarctica to delay his flight out of the frozen continent on Sunday after receiving emergency fuel supplies for his homemade aircraft from a British rival.

Jon Johanson, who became the first person to fly

solo over the South Pole in a fixed wing plane, remained in good spirits and still hoped to leave Antarctica for New Zealand by the end of the weekend, said his partner in Adelaide.

"Obviously we don't want him to leave until there is a good weather forecast for him, at the moment there is a nasty weather system passing underneath New Zealand which of course means it's in his tracks," Sue Ball said.

"So we have to wait until that's gone through before he can then come up from McMurdo," she told Australian Broadcasting Corp. radio.

Johanson became the first person to fly solo over the South Pole in a fixed wing aircraft after he flew from New Zealand and over the South Pole in his homemade aircraft on Monday.

But his plan to fly on to Argentina went wrong when headwinds forced him to make an emergency landing at the U.S. McMurdo Antarctic base.

The adventurer received an icy reception with officials at the U.S. base and the nearby New Zealand Scott base. Keen to discourage such ad-hoc stunts, they refused to give or sell him the 88 gallons of aviation fuel he needed to return to New Zealand.

Johanson's plane has since been refueled with emergency supplies provided by British aviator Polly Vacher who had been planning a similar trip and had pre-positioned some fuel at the McMurdo station.

New Zealand had offered Johanson a military flight out of the frozen continent and said it would ship his aircraft to New Zealand in January at his expense.

But Johanson was reluctant to leave his homemade RV-4 aircraft in which he has flown around the world, including over the North Pole, three times.

ANNUAL EAA CHAPTER 663 HOLIDAY PARTY

The annual dinner is coming January 24 at the Western Aerospace Museum at the Oakland airport north field. Festivities (drinking, lying about flying and such) begin are to begin at 5:30 pm, with dinner at 6:30. We will have the same caterer as last year.

The menu: **Appetizers:** Vegetable Plate and Meat Balls

Salads: Caesar and Spinach

Main courses: Tri Tip Beef and Teriyaki Chicken, with Green Beans Carrots and Peas, and Baked Potato w/ trimmings

Desserts: Apple and Cherry Pies (and maybe one berry pie!)

The Program: **Brian Shul** with more of everything on the .

