

EAA 663 NEWS

Livermore, California



EAA 663 Chapter Members pack up after

Membership Meetings

First Thursday of the month

Doors open at 7:00 p.m

Cookies & Meeting 7:30 p.m

Thursday, January 3

Presenter: **Dan Dyer**

San Carlos CFI

The New Bay Tour

Presentation: ~8:00 PM

Guests Welcome

Board Meetings

3rd Thursday of every month at

7:00 PM

January 17, 2019

Location: Tom Irion's House

1638 Prima Drive, Livermore

Save the Date



Bruce Cruikshank and an A-4 he flew in Vietnam
Now on static display in Kauai

NOTE: Bruce is still flying
see update page 14

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aqcs@comcast.net

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EAA Tech Counselor 925-447-1549

Bob Sinclair

EAA Tech Counselor 925-935-7465

Trina Anderson

EAA 663 Young Eagles 209-609-2161

Bob Farnam

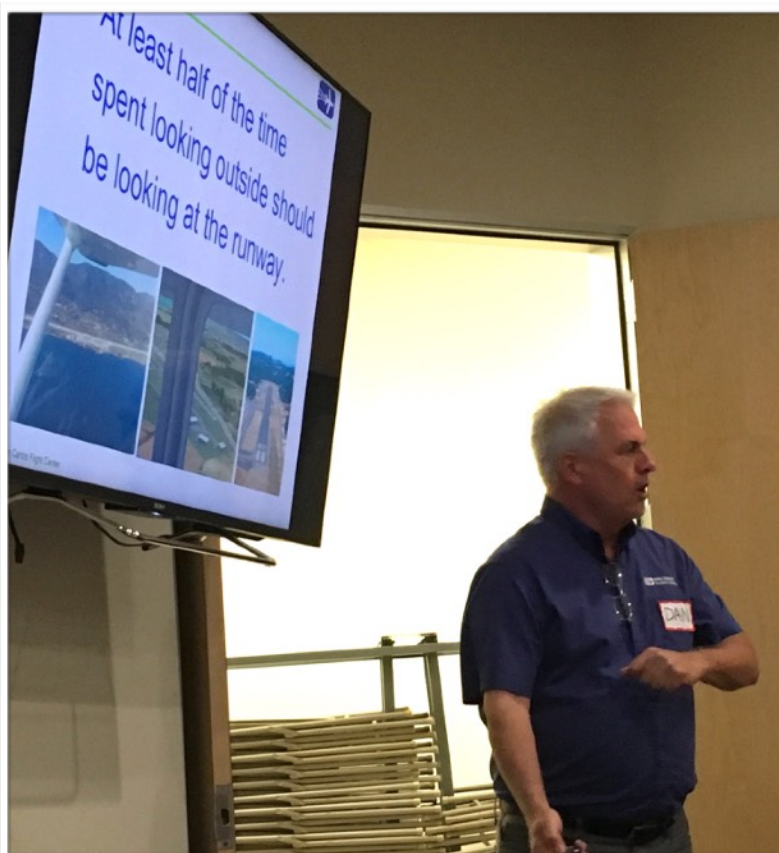
EAA 663 Tools 925-989-5035

Will Pitt

EAA 663 Website 25-337-4220

Kirk Knight

EAA 663 Newsletter 510-390-0840



Dan Dyer -San Carlos CFI - January Guest Speaker
The New Bay Tour

President's Message

By John Youngblood



EAA 663 Chapter Members and some of the members' homebuilt planes

This month our Annual Awards Dinner. It is scheduled for Saturday, January 19th at the Veteran's Memorial Building in Livermore. Doors open at 6pm for wine and appetizers. Dinner will be served at 7pm.

We are fortunate to have Space Shuttle Astronaut Rex Walheim as our featured speaker. Mr. Walheim is a veteran of three shuttle missions, logging more than 36 days in space including five spacewalks. What a great opportunity to find out all you ever wanted to know about living in and getting to and from the Space Station. Be sure to sign up soon with our treasurer, Mark Palajac.

I hope to see everyone at the Chapter meeting this Thursday, January 3rd to learn about the new Bay Tour updated for the August 2018 changes under and around the SFO Class Bravo airspace.

**EAA Chapter 663
Annual Awards Banquet**

Saturday, January 19th
Veterans Memorial Building
522 South L Street, Livermore

Guest Speaker
Astronaut Rex Walheim

Appetizers and wine - 6pm
Dinner - 7pm

Tri-tip Steak, Chicken Piccata, Alfredo Fettuccine Pasta with
Caesar Salad, fresh vegetables, rolls, and berry cheesecake

\$40 per person

Make Reservations/Send checks to:
Mark Palajac
832 Florence Road
Livermore, CA 94550
(510) 557-4020

EAA Chapter 663 Minutes

DECEMBER 2018 MINUTES: GENERAL MEETING EAA CHAPTER 663,
12/6/2018, 7:32 PM FIVE RIVERS AVIATION MEETING ROOM, KLVK.

Chapter President John Youngblood called the December 6, 2018 meeting to order for EAA Chapter 663 members and guests. Vice President Chuck Ray was home with a cold. Treasurer Mark Palajac and Secretary Kirk Knight joined John on the ramp. Twenty-four members and guests were in attendance.

Chapter 663 meetings warm up about 7:00PM with the practice of showing the ~20 minute monthly EAA Chapter Video produced by EAA HQ in Oshkosh. Most of the featured content is not available online. Members and guests can arrive at 7:00 for ad hoc discussion, as the audio track is kept low enough to be heard but not to interfere. Often people will turn to watch something of interest in the video.

GUESTS: Carrol Jackson is from Oakley and has been an EAA member for two years. He's been working on his private pilot's license since 1994 – and is still making progress – as well as improving his instrument skills. He's more interested in buying a plane than building his own at this time. But he has over 35 years of automotive experience and would gladly help with building a plane if anyone is interested.

David Wood is a former Naval Flight Officer in P-3s, currently teaches aviation safety at San Jose State University's aviation program. His son is at Annapolis who graduates in May and with his commission will probably choose to become a rotorhead in the Marines.

Steve Arnst is not a pilot but John Youngblood's physical therapist. His exposure to Cobras was when he served in Vietnam '96-70 with the 75th Rangers, H Company, the First Air Cavalry. He's curious to learn more about Cobra helicopters. As an aside, one of the members suggested that, "Steve is too humble. Ask him how as a Ranger he used to prepare a helicopter landing pad in the triple canopy jungle for extraction."

Two other guests include our speaker Lew Jennings, member of the EAA Palm Springs Chapter and his friend and flying associate Al Goodspeed, who was also a Cobra and LOH pilot. Read more about why they're both here in the guest speaker section.

TREASURERS REPORT Mark Palajac reported we have 79 members and \$3,420 in the bank after paying to rent the hall for the annual dinner. He has five members who have paid for 2019 membership, that's in addition to 10 lifetime memberships.

Mark reminds everyone to forward the names of spouses and significant others so he can send out email invitations to Chapter functions such as BBQs and Annual Dinner. **Mark is accepting \$30 payment for 2019 memberships. Bring your checkbook to the January Meeting for both membership and Annual Dinner reservation. Dinner will be \$40 per person.** Or mail your check to Mark Palajac 932 Florence Road, Livermore, CA 94550

NEWSLETTER and MINUTES: Kirk is soliciting stories about recent flights, ADSB suggestions as 2020 is right around the corner, insights from your first or your 30th BFR. If you have photos, stories you want to tell (record it with your iPhone voice memo and I'll transcribe), videos, lessons learned or other items of interest kindly send them to captkirk@woz.org. The Secretary always appreciates that members are closely reading minutes for accuracy and enjoying the newsletter.



Errata: A few errors in the December newsletter –To correct an incorrect, incorrect correction, that was **Jim Patillo's Q-200 (see above)** at the Livermore Open House.

Here are some other member planes:

<https://www.663.eaachapter.org/memberaircraft.htm>

YOUNG EAGLES: Our unsurpassed Young Eagles Coordinator Trina Anderson decided to return from weeks on a beach in Kona. She's prepared a schedule for 2019 Young Eagle events with an edit to May 18th:

April 13, 2019	KLVK
May 18, 2019	KTCY
June 8, 2019	KLVK
July 13, 2019	KTCY
August 17, 2019	KLVK
September 14, 2019	KTCY

Chapter 663 pilots have flown 110 Young Eagles in 2018. Many pilots have flown numerous Young Eagles. There is a special EAA award, including a financial bonus from national to the local chapter, if you fly 10 Young Eagles in a year. However, there is no award if you fly 9! We were reimbursed \$330 from EAA National in 2017 that is being used to support Young

Eagle pilots. Each Young Eagle aboard is counted as a flight, even if you have several aboard at once.

Trina is encouraging Chapter pilots to arrange to fly one or more Young Eagles to reach that 10, and document it before 2018 year-end. This does not have to be part of a YE event to count, but you do need to provide the appropriate support material. Email Trina and she'll supply certificates, logbooks and handouts to you by mail. 209-609-2162 DNTAnderson@gmail.com



Dave and Trina Anderson - Young Eagles Coordinator

Trina wants to give more seventeen-year olds an opportunity to fly before they “age-out” of the Young Eagle program. You can currently schedule your flight with [FlightSquid.com](https://www.flightsquid.com). She hopes we still have [Flightsquid.com](https://www.flightsquid.com) next year as it helps her manage the Young Eagle program quite well. You can also ask questions or find instructions on the Chapter’s Slack discussion site. eaa663.slack.com

The Chapter 663 Board will be discussing suggestions to improve access to more Young Eagles, especially those who show interest in further exploration of aviation interests, by introducing them to an inspirational flying experience.
Note Young Eagles is for ages 8-17.

Trina and Dave have a big announcement: They’ll be active in Young Eagles in 2019, but in 2020 they’re planning to move to Hawaii. This means 2019 is a great time to transition to the next Young Eagle coordinator(s). Their efforts received sustained round of applause for superb execution of a key component of the EAA mission – introducing the joy of flying to as many people as possible.

TOOLS: Bob Farnam confirmed we bought four Lycoming cylinder head retainer plates that Barry Weber demonstrated in October. No other tools. Note that the list of tools is now added to the website by Brad Olson.

WEBSITE: Will Pitt is taking over from Brad Olson with new software and a growing website. Here's Brad and Will's current progress. <https://www.663.eaachapter.org>

EAGLE FLIGHTS: John Youngblood took a candidate Eagle for a Bay Tour, then over to Attitude Aviation to meet an instructor.

FLY-OUT EVENTS: Dave Walters is helping organize weekend fly outs. Slack is a useful resource with the goal of organizing a couple weeks beforehand, but there are last minute changes due to weather. eaa663.slack.com

The December fly-out for December 8th was scheduled to be Watsonville KWVI. Arrive at 10:45 and head to Ella's on the south side of the airport.

JANUARY FLY-OUT – HALF MOON BAY (KHAF), Saturday, 12 January 2019, Lunch at 3-Zero Café, (tie down mid field near West Coast Aviation). Meet at café at 1100 hrs. Plan your flight time accordingly! KHAF information: Class G, Rwy 12 LP, 30 RP, 5000' x 150', Elev 66', TPA 999', AWOS 127.275 (650/728-5649), CTAF 122.80.

IF WX IS IFR: IFR alternate is Sacramento Executive should KHAF be IFR. IFR alternate date is 19 January should KLVK and KHAF both be IFR on 12 January. Please contact Dave Walters by 0800 hrs, 12 January, to confirm your attendance to this event so that the restaurant can be advised. If you're flying from out of the area check local VFR conditions to confirm go/no-go options. Aviate!

Dave Walters 925/348-3584 (grayson_segal@yahoo.com)

BOARD MEETINGS: Next Board Meeting is January 17th 7:00PM at Tom Irion's house . Email John Youngblood for meeting address, all are welcome.

JANUARY 2019 Chapter Meeting will be on January 3rd at 7:00PM at Five Rivers Aviation Livermore Airport. Speaker will be Don Dyer, CFI from San Carlos talking about The New Bay Tour that takes into consideration the "new" August 16, 2018 air space changes under the SFO Class Bravo veil.

ANNUAL DINNER: ~~January 26~~ (correct is January 19th), 2019 at Veterans Hall in Livermore. Speaker Guest speaker with will **NASA Astronaut Rex Walheim**.

Rex Joseph Walheim is a retired United States Air Force officer, engineer and NASA astronaut. He flew three space shuttle missions, STS-110, STS-122, and STS-135. Walheim logged over 566 hours in space, including 36 hours and 23 minutes of spacewalk time. He's from Redwood City.

Bring your checkbook to the January Meeting for both membership and Annual Dinner reservation. Dinner will be \$40 per person. Or mail a check to Mark.

POLO SHIRTS WITH EAA 663 LOGOS: First shirt is \$10 for members; all other shirts are \$22. Ask Mark Palajac.

DISCUSSION: No dramatic flying stories after the 13 days of smoke from the Camp Fire that destroyed Paradise, CA. Barry Weber had a request for open source or inexpensive electrical circuit design tools. Note that EAA Members get a **free license for Solidworks** with some limitations.

MEETING BREAK 8:02 PM

MEETING RESUMED: 8:15 PM

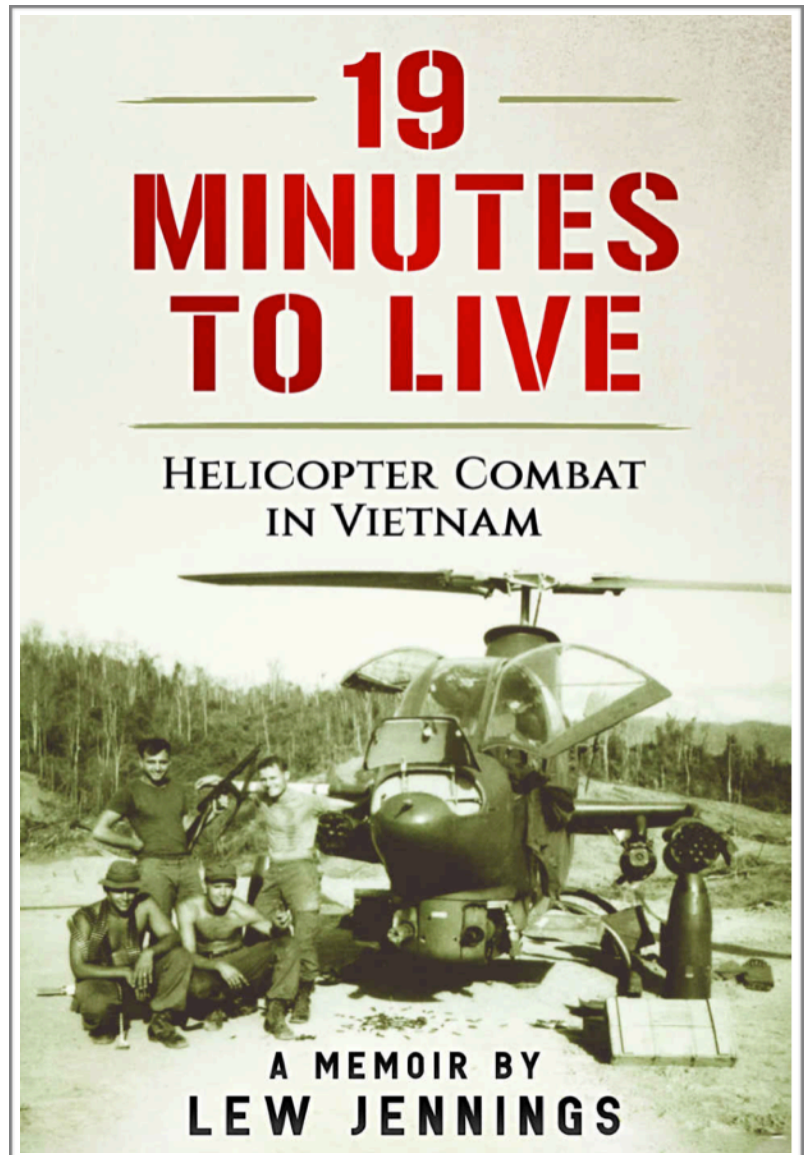
GUEST SPEAKER:

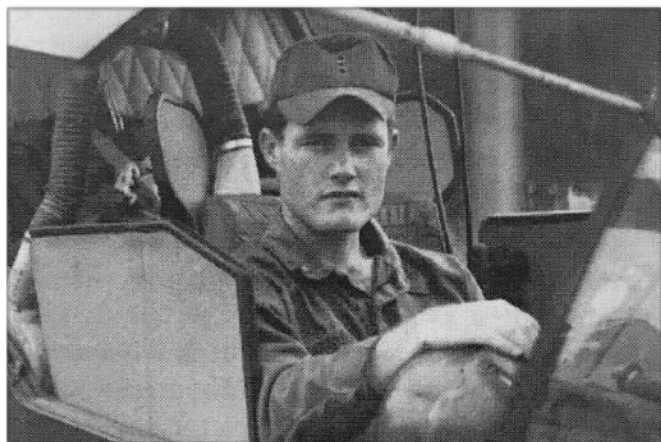
Lew Jennings spoke about his experiences as an Army Cobra Helicopter pilot in Vietnam circa 1969-1970 and captured in his book **"19 Minutes to Live."**

The jacket cover reads, "'19 Minutes to Live' illustrates the incredible courage and determination of helicopter pilots and crews supporting those heroes that carried a rucksack and a rifle in Vietnam." The title alludes to an estimate, perhaps apocryphal, that at one point the median combat lifespan of a helicopter pilot in Vietnam was just 19 minutes.

There is no doubt from Lew's stories with the 1st Air Cavalry Division that the *very* close air support with coordination of medevac missions into dangerous landing zones constantly reinforce his admiration for their commitment to the guys on the ground.

Lew is talented story teller and his book demonstrates he has a treasure trove of dramatic material. This book includes both his stories as well as fellow pilots and compelling characters who included pilots, maintenance crews, Rangers, Dustoff pilots (medevac), doctors and the guys carrying a rucksack and a rifle they were there to support.





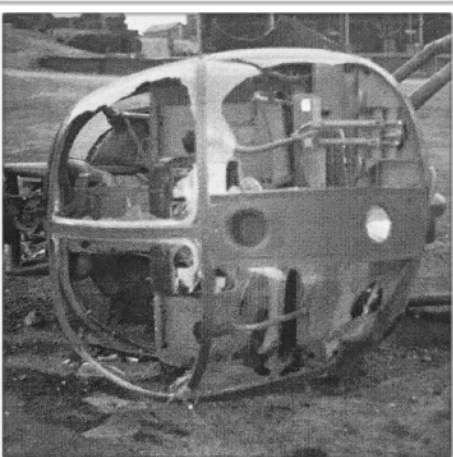
Lew Jennings - 1969

Al was pilot of the low altitude scout mission in an OV6-A LOH (Light Observation Helicopter or "Loach"). Scouts would fly 50-100 feet above the dramatic mountains covered in triple canopy jungle, dodging and weaving on their mission to find and fix the location of enemy bunkers so they could call in armed response. The Scout was looking for hornets' nests to poke and was something of a magnet for bullets.

Lew and his co-pilot typically flew the heavily armed AH-1 Cobra behind and not much above Al and his observer's Scout LOH. Lew's Cobra typically carried a 2,000 round per minute 7.62mm Gatling gun, a 40mm grenade launcher with 300+ rounds, and 76 2.75" rockets with up to 17-pound warheads. The Cobra team was ready to attack any targets identified by the Scout and call in additional support if needed.

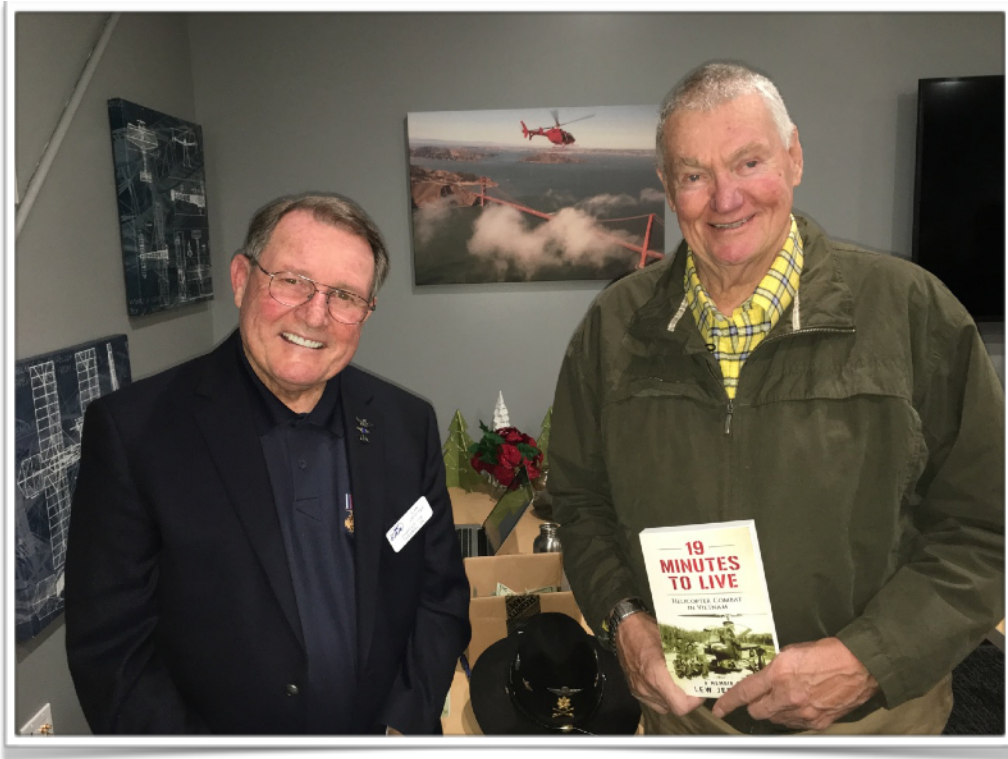


Al Goodspeed - 1969

Al Goodspeed's
OV-6A LOH post crash

Suddenly Al's LOH nosed straight upward about 100 feet, then nosed downward into the triple canopy jungle, obviously not under the control of any pilot.

"An AK47 round came through the top of my aircraft and hit me high on my left upper back and penetrated through my chest, exiting from my right upper back. The impact was so violent that both my arms flew straight out and were spasming," wrote Al. But Lew had no idea at time that Al was going to survive when he was pulled from the wreckage.



Lew Jennings & Al Goodspeed - 2018

There's a lot more to the story that required 20 years for the resolution. Since Lew tells it in such a compelling manner you literally have to read it (or buy the audio book) to discover the rest of the story. It's worth it but I caution you'll have trouble putting the book down.

I found the book to be a compelling read that revealed the brotherhood forged in combat as well as the deep compassion of helicopter crews to literally step into the dragon's mouth to save lives of the guys on the ground. 663 Chapter members appreciated Lew and Al for sharing their stories with a hearty round of applause.

MEETING ADJOURNED by John Youngblood. 9:28 PM

Minutes reported by Secretary Kirk Knight.



3,500' over Santa Rosa - CAVU

Fly Out Survey

by Dave Walters

Choose your top 10

Location		Distance (NM)	Airport MSL	Runway (length)	Picks
Half Moon Bay	KHAF	35	66'	5000'	_____
Lodi	103	35	59'	3574	_____
Nut Tree	KVCB	41	116'	4700'	_____
Watsonville	KWVI	45	163'	4500'	_____
Sac Exec	KSAC	50	23'	5503'	_____
Mather AFB	KMHR	57	98'	11301'	_____
Woodland	041	58	125'	3769'	_____
Los Banos	LSN	59	121'	3801'	_____
Salinas	KSNS	62	84'	6004'	_____
Castle AFB	KMER	63	190'	11802'	_____
Columbia	022	69	2120'	4673'	_____
Auburn	KAUN	83	1538'	3700'	_____
Willows	KWLW	111	141'	4125'	_____
Lake Tahoe	KTVL	112	6268'	8541'	_____
Harris Ranch	308	116	470'	2820'	_____
Truckee	KTRK	126	5901'	7000'	_____
Bridgeport	057	128	6471'	3854'	_____
Quincy	201	141	3418'	4105'	_____
Red Bluff	KRBL	148	352'	5431'	_____
Oceano	L52	167	14'	2325'	_____
Delano	KDLO	170	316'	5659'	_____
Shelter Cove	0Q5	176	73'	3407'	_____
Kern River	L05	202	2614'	3500'	_____

August 2018

ASTRONAUT BIOGRAPHY



Rex J. Walheim

(Colonel, U.S. Air Force, Ret.) NASA Astronaut

Rex J. Walheim is a veteran of three space flights. He has logged more than 36 days in space, with over 36 hours in five spacewalks. Walheim served on STS-110 in 2002, STS-122 in 2008 and STS-135, the final flight of the Space Shuttle Program in 2011. He received a Bachelor of Science in Mechanical Engineering from the University of California, Berkeley and a Master of Science in Industrial Engineering from the University of Houston. Currently, Walheim is serving as Assistant Director for Operations for the Flight Operations Directorate.

Born October 10, 1962, in Redwood City, California, but considers San Carlos, California, his hometown. He is married with two children.

Graduated from San Carlos High School, San Carlos, California, in 1980; received a Bachelor of Science in Mechanical Engineering from the University of California, Berkeley in 1984, and a Master of Science in Industrial Engineering from the University of Houston in 1989.

Experience:

Walheim was commissioned as a second lieutenant in the Air Force in May 1984. In April 1985, he was assigned to Cavalier Air Force Station in Cavalier, North Dakota, where he worked as a missile warning operations crew commander. In October 1986, he was reassigned to the Johnson Space Center, Houston, Texas, where he worked as a mechanical systems Flight Controller and was the lead Operations Engineer for the space shuttle landing gear, brakes, and emergency runway barrier. He was selected for the Flight Test Engineer course at the Air Force Test Pilot School in 1991, and attended the course at Edwards Air Force Base, California, in 1992. In January 1996, Walheim became an instructor at the Air Force Test Pilot School, where he served until he commenced astronaut training.

NASA Experience:

Walheim served as a Flight Controller and Operations Engineer at the Johnson Space Center from October 1986 to January 1989. He was selected by NASA as an astronaut



in March 1996, and reported to the Johnson Space Center in August 1996. After completing 2 years of training and evaluation, he qualified for flight assignment as a Mission Specialist. Walheim has been assigned technical duties in the Astronaut Office Space Station Operations branch, where he helped develop the initial procedures and displays used on the International Space Station. He served as CAPCOM in the Mission Control Center and was also the Chief of the spacewalking branch.

A veteran of three space flights, he has logged over 36 days in space, including more than 36 hours in five spacewalks. Walheim served on the spacewalk crew of both STS-110 in 2002 and STS-122 in 2008. Walheim was also a Mission Specialist on the crew of STS-135, a station cargo delivery mission, which was the final flight of the Space Shuttle Program. Subsequent to his flight, Walheim served as Chief of the Exploration branch of the Astronaut Office, where he worked as the astronaut representative to the Orion Program. Currently he is serving as Assistant Director for Operations for the Flight Operations Directorate.

Spaceflight Experience:

STS-110 (April 8 to April 19, 2002). This was the 13th shuttle mission to visit the International Space Station. Atlantis delivered the S0 (S-Zero) Truss, the first time the station robotic arm was used to maneuver spacewalkers around the station and the first time that all of a shuttle crew's spacewalks were based from the station's Quest Airlock. Walheim performed two spacewalks totaling 14 hours and 5 minutes. The crew mechanically attached and powered up the new truss and spent 1 week in joint operations with the station Expedition 4 crew. The mission duration was 10 days, 19 hours and 42 minutes.

STS-122 (February 7 to February 20, 2008). This was the 24th shuttle mission to visit the International Space Station. Atlantis delivered European Space Agency's (ESA's) Columbus Laboratory. Walheim performed three spacewalks to help prepare the Columbus Laboratory for its scientific work and to replace an expended nitrogen tank on the station P-1 Truss. STS-122 was also a crew replacement mission, delivering Expedition 16 Flight Engineer, ESA astronaut Léopold Eyharts, and returning home with Expedition 16 Flight Engineer, NASA astronaut Daniel Tani. The STS-122 mission was accomplished in 12 days, 18 hours, 21 minutes and 40 seconds, and traveled 5,296,832 statute miles in 203 Earth orbits.

STS-135 (July 8 to July 21, 2011). Atlantis carried the Raffaello MPLM to deliver supplies, logistics and spare parts to the International Space Station. The mission also flew a system to investigate the potential for robotically refueling existing spacecraft and returned a failed ammonia pump module to help NASA better understand the failure mechanism and improve pump designs for future systems. STS-135 was the 135th and final mission of NASA's Space Shuttle Program. The mission was accomplished in 200 orbits of the Earth, traveling 5,284,862 miles in 12 days, 18 hours, 27 minutes and 56 seconds.

<http://www.nasa.gov/astronauts/biographies/rex-j-walheim> <http://www.nasa.gov/astronauts>



Bruce Cruikshank
and an A-4 he flew briefly in Vietnam
on static display in Kauai
NOTE: Bruce is still flying

“About the picture. I'd seen the A4 before on two previous trips to Kauai. This time decided to take a closer look. On the tail I see my Vietnam squadron number VMA 311. We flew out of Chu Lai about 45 miles south of Danang, next to a beautiful miles long beach.

“When I got home I checked my log book and discovered I'd flown this aircraft in August and again in November of 1969. In our squadron the nose number was 22 and the tail letters WL; CF belonged to sister squadron VMA 211 at Chu Lai at the same time. It wasn't my airplane but the US tax payers who footed the bill for the rest of that **cked up, trumped up war (small t intentional), and they are still paying for it, my pension for starters.

“I wish I had made the last meeting as I was flying in the same area at the same time frame as Lew Jennings, but had a sinus infection which became a chest infection that I'm still getting over. Didn't want to infect the whole chapter.” *Bruce Cruikshank 12/31/2018*