



THE GRAPEVINE



EAA CHAPTER 663 Livermore, California

Vol. XXVI, No. 7, JULY, 2007

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

OFFICERS

PRESIDENT	BOB FARNAM	449-1513
VICE PRES	BRAD OLSON	866-9289
TREASURER	BARRY WEBER	454-0627
SECRETARY	SCOTT ALAIR	416-0889
PROGRAM CO-ORD	BRAD OLSON	866-9289
TECH COUNSELOR	GORDON JONES	447-1549
TECH COUNSELOR	BOB SINCLAIR	935-7465
NEWS LETTER	JOHN MEYER	455-1631
FLIGHT ADVISOR	BARRY WEBER	454-0627
FLIGHT ADVISOR	BOB FARNAM	449-1513
YOUNG EAGLES	ERIC HELMS	373-0137
LIBRARIAN	ALAN THAYER	510-582-7274
WEB EDITOR	RALPH CLOUD	449-1048

BOARD OF DIRECTORS

BRUCE CRUIKSHANK	510-886-6897
RALPH CLOUD	449-1048
HARRY CROSBY	485-9359
ERIC HELMS	373-0137
BILL JEPSON	408-929-1123
GEOFF RUTLEDGE	650-462-1126

JULY MEETING AND PROGRAM

Our July meeting will take place at 7:30 P.M. on the 5th of July in the Terminal Building at the Livermore Airport. Our program for the night will consist of a short business meeting in the Terminal building followed by a caravan of members's cars to Bob Steffen's work shop at 5033 Doolan Road, Livermore. Once there we can marvel at his magnificent work shop, then step inside and be blown away by his current work-in-progress; it's one of those new-fangled multiple number RV-type aircraft. Ya gotta be there.

MINUTES: GENERAL MEETING

EAA CHAPTER 663, 06/07/07, 7:00 PM. RAMP IN FRONT OF THERMINAL BUILDING, KLVK.

The meeting sort of started early on the ramp in front of the terminal building with the viewing of Marc Goroff's Sparrowhawk Autogyro. Marc answered many questions about the construction and flying of his project. He gave short rides to a couple of those present. Thank you Marc!

8:13 PM chapter president Bob Farnam called the business part of the meeting to order inside the terminal.

The minutes and treasurer report were approved as printed in the Grapevine.

Chapter treasurer, Barry Weber reported \$5006.86 in chapter funds.

Eric Helms, our Young Eagles coordinator, mentioned he is having problems generating interest and getting new Young Eagle participants. The next scheduled rally will be July 14th.

Bob passed around a sheet for those you have yet to get their name badges; Don Smith is taking care off getting them made.

Presentation: Chapter Flight advisor Barry Weber gave a presentation on procedures of operating as a flight, multiple aircraft going the same place at the same time. He gave details of how to operate out of controlled and uncontrolled airports. A handout was available. Thank you Barry.

Announcements: Next Board of Directors meeting: 06/21/07 at President Bob's place.

Golden West Fly-in 06/29-07/01/07
Next general meeting 07/05/07

9:18 PM meeting adjourned for pie.

Respectfully submitted Bruce Cruikshank, for Scott Alair
Secretary

**BOARD MEETING: 06-21-07
AT BOB FARNAM'S PLACE**

Present: Bob Farnam, John Myer, Bruce Cruikshank, Scott Alair, Brad Olson, Ralph Cloud, Geoff Rutledge and Don Smith.

Treasurer's report: None

Young Eagles report: Eric Helms told Bob Farnam he has eight new applications for young eagles flights.

The board decided to make a \$100.00 donation to the Children's Ministry center at the Valley community church in Tracy on behalf of EAA chapter 663 as per the wishes of Ken Hills family.

Ralph Cloud reported on the upcoming City Council meeting on June 25th when the council will vote on a long term lease agreement with a full service FBO.

Adjourned for pie at 9:20.

CHAPTER 663 FLY OUT FOR JULY

Our destination for July is Quincy, we will meet at the Quincy (201) airport on July 7th at 8:30 am for a short walk in to town for Breakfast. The Quincy airport is at an elevation of 3,400 ft. the runway is 4,100 ft. in length. Quincy is 141 kt. mi. north of LVK. Any questions contact Scott Alair at 925-321-1723.

Life's short, Fly fast.
Scott Alair

THE BROKEN MOWER

When our lawn mower was broken and wouldn't run, my wife kept hinting to me that I should get it fixed. But, somehow I always had something else to take care of; first, the truck, the car, playing golf - always something more important to me.

Finally she thought of a clever way to make her point. When I arrived home one day, I found her seated in the tall grass, busily snipping away with a tiny pair of sewing scissors. I watched silently for a short time and then went into the house. I was gone only a minute, and when I came out again I handed her a toothbrush.

I said, " When you finish cutting the grass, you might as well sweep the driveway."

The doctors say I will walk again, but I will always have a limp.

Moral to this story : Marriage is a relationship in which one person is always right, and the other is the husband.

**H. S. PROBABLY STANDS FOR MORE
THAN HOMELAND SECURITY**

A Canadian viewpoint

Yep! I'll be at the Arlington again this year; for about my 30th+ North West EAA Fly-In.

That's, of course, if I don't get shot down by your "taxes-paid-for and very expensive 'Blackhawk' helicopters" that your paranoid "Homeland Security" people are using to constantly patrol along this part of the US/Canada border. (I will also be dodging those damned US Government UAVs that are going to be zipping along just south of my home in a few months from now!)

The ferries from Tsawwassen to Victoria, B.C. have only to reverse out from the dock by two ferry lengths and they're in US waters! No passports or Customs forms required. However if I fly to or from my home base of Boundary Bay Airport, the westerly reporting point is at Point Roberts, Washington. (This is just a mile south of the border). For this point I'm supposed to have a Flight Plan, a discrete transponder code, be in communication with some ATC establishment AND carry my Passport and US Customs' forms - just in case I'm intercepted and forced down on the four square miles of US Point Roberts territory!

One of the local Cessna 152 student pilots was followed into the Abbotsford Airport control zone recently by the infamous Bellingham "Blackhawk" gang. They called up the Abbotsford Tower and queried what the Cessna had been doing on the US side of the border. The Abbotsford Tower responded by asking them what they were doing in the Abbotsford control zone without a clearance!

One of the Vancouver area Transport Canada "King Air" pilots, on a training flight in this area, was also reported by the Homeland Security mob for flying into the USA without all the clearances now in force.

Could you Yanks please show your member of Congress an aeronautical chart of this part of the world. The Control Zones for both Vancouver and Abbotsford airports extend south of the Canada/US border. The "downwind" legs of runways 25/07 at Abbotsford airport are south of Zero Avenue and in the USA. (Technically all "West Jet" passengers flying into or out of Abbotsford airport should be carrying their Passports and US Customs' forms for flights within Canada!)

I thought that Canada and the USA were on the same side! The world's gone mad!

Gordon J. Hindle., EAA 17238.

C-GRDN, Veri-Eze pilot,
about to fit "Sidewinders" instead of baggage pods!

A YANK RESPONDS!

Gordon,

Not to worry.... I outran a UH-60 and a Cessna Crusader all the way across AZ in the LEZ. We were flying low level from Santa Teresa, NM to Mojave to avoid the ripping head winds at altitude. A stop at Blythe for human needs and about 5 minutes later a guy walks up and said "That a mighty fast lil' plane you have there. We have been tracking you all across 1/2 of NM and all of AZ using a Citation and we and Blackhawk could not keep up with you." I was feeling like TOP GUN that day :-))

So after a quick ID check they said have a nice day and the guy asks, "... are they all that fast?" I replied "Naaaa , mine is one of the slow ones." ;-)

Those guys can never keep up.

Yecccccccccccccccccc, haaaaaaaaaaaaaaaaah!

Dale Martin, Lewiston, ID
EAA Technical Counselor
Owl Eagle Composite Aerial Repair



EAA CHAPTER 663
11700 Tesla Road
Livermore, CA 94550
JMeyerEZ@ewnet.net
eaa663.org