



THE GRAPEVINE



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

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November Meeting And Program

NOTICE: Our November meeting will take place at 7:30 P.M. on the 3rd of November. The meeting will be at the terminal - KLVK.

Calendar:

Month	Date	Speaker	Topic
October	6 th	Brad McFarlane	Indonesia Missionary Pilot Stories
Nov	3 rd	Al Edwards	Flying a Lake Amphibian on/off water

Our November Program will feature Al Edwards talking about flying on and off the water in his Lake Amphibian. His experiences both locally and outside our particular "patches" of water will sure to be appreciated for those that have always longed for what it would be like to "set this puppy down on that shiny spot of water over there".

Mailbag:

DUES:

Mark Palajac will be accepting checks for renewing membership. Checks should be made out to EAA 663. You can give them to Mark at the meeting or mail them to his home at: 25 Jacaranda Drive, Fremont CA 94539.

MINUTES: GENERAL MEETING, EAA CHAPTER 663, 10/6/2011, 7:30 PM, KLVK TERMINAL BUILDING.

Chapter president Ralph Cloud called the meeting to order.

Guests Ken and Sharon Sores (RV-9A @ Tracy), Van Henson (Champ pilot @ Red Sky), and Jimmy (?) aspiring pilot, introduced themselves. Please excuse missed spellings.

Minutes for the September meetings were approved as printed in the "Grapevine".

Treasurer Mark reported \$3423.21 in chapter funds after purchasing the new bead blaster media. We currently have 89 paid members.

Business: There was a discussion about events surrounding Leland Collins' recent trip to the Vetterman Fly In in South Dakota. To make a long story short, make sure your significant other is fully informed of all aspects of any tracking system you use, and due to some miss dialing we may have a new chapter member.

Chapter election of officers: Bob Cowan did come up with some nominees and others came from the floor.

Nominees for president: Dave Dent, Ralph Cloud, and Trina Anderson.

Elected: Ralph Cloud

Nominees for vice-president: Dave Dent, and John Youngblood.

Elected: Dave Dent

Nominee for secretary: Bruce Cruikshank, elected!!

Nominee for treasurer: Mark Palajac, elected\$\$

Nominees for directors: Dick Jennings, John Goldsmith, Brad Oliver, Bob Cowan, Bob Farnam, John Youngblood, Chuck Ray, and Dave Anderson.

Elected: Dick Jennings, John Goldsmith, Bob Cowan, Bob Farnam, Chuck Ray, and Dave Anderson.

The Airport Open House grew a BIG attendance. The chapter tent had constant crowd. The presence of "Sully" Sullenberger may have had something to do with it.

He flew 12 Young Eagles. Trina Anderson, our Young Eagles coordinator, signed up 50, which may get flown October 15th at Tracy Airport.

Newsletter: Jeffry Larson reported that Barry Weber was the only responder and correctly identified the mystery airplane, an Acro One.

Ralph mentioned that those who attended the last barbeque of the year on 9/17 had a good time.

The annual dinner will be on Jan. 21, 2012 at the Livermore Veterans Hall. Speaker, anyone- - - - ideas, please let Ralph know.

Announcements: The next board meeting will be 10/20, general meeting 11/3.

The main KLVK runway will be closed October 11-22 for resurfacing.

Member's forum: Dave Dent mentioned going to the last event of this year's CAFÉ/NASA Green Flight Challenge at Moffet Field. Dave is convinced electric flight will be a big part of the future of small plane aviation. Dave also reported that Dave Henman and his crew, paid at Dave Henman's own expense, completed construction on the renovation of the airport observation deck. In addition to Dave Dent, Bob Farnam, John Youngblood, and Leland Collins helped with the painting.
8:35 break.

Respectfully submitted Bruce Cruikshank for Secretary Kirk Knight, who arrived late, and covered the rest of the meeting.

MINUTES: BOARD OF DIRECTORS MEETING, EAA CHAPTER 663, 10/20/2011 7:35PM, RALPH'S PLACE.

Ralph Cloud, Dave Anderson, Trina Anderson, Chuck Ray, Bob Farnam, Dave Dent and Bruce Cruikshank were present.

Mark Palajac was not present to give a treasurer's report.

Ralph welcomed the newly elected directors present; Chuck Ray and Dave Anderson.

Trina Anderson reviewed the Young Eagles program for the year. 86 Young Eagles were given rides, 18 on October 15th. Four of those had signed up at the Livermore Open House. There are 46 more from the open house for next year. The need to better coordinate with pilots was discussed.

The issue of when KLVK 25R/7L will be closed for surfacing is subject to the weather and due to the lateness of the date may not happen until next year.

The annual dinner was discussed. The menu for the dinner will be as follows: Main course, tri tip w/roasted red peppers aioli & chicken masala. Starch: garlic mashed potatoes & scalloped potatoes, Vegetable Green beans sautéed w/pancetta and onion, carrots w/bourbon glaze, Salad: Caesar & spinach w/strawberries and feta cheese, Appetizers: Bruschetta w/tomatoes, garlic, basil and mozzarella cheese, & warm spinach dip w/sliced baguettes, & a cheese platter. The caterer has said they will make dishes for special needs individuals.

We are still casting about for a speaker. Ideas? See Dave Dent, all suggestions will be considered.

Dave has arranged for Al Edwards, who flies a Lake Amphibian locally, to relate his experiences flying from water. Dave Dent told of the problems he's having coming up with speakers for our meetings. We discussed ways it has been done in the past. Consideration was given to having members being responsible programs, either hands on building demonstrations or arranging for speakers.

Announcements: Next general meeting 11/3, board meeting 11/17.

Other issues: Dave Dent mentioned that Dave Henmen spent \$2100 of his own money for wages and probably some materials renovating the airports observation stand. It was approved be all present to make Dave Henmen an honorary life member of the chapter.

Meeting adjourned for pie. Respectfully submitted, Bruce Cruikshank for Kirk Knight Secretary.

Feedback/Questions/Suggestions

Any and all feedback is welcome. Please take a few minutes to send suggestions, tips, corrections or any other feedback to: jeffrylite@comcast.net.

Mailbag: - A FALL FLIGHT TO DURANGO, COLORADO

Terri Gorman

On the weekend of October 21st, the Ninety-Nines were having a South Central & Southwest Section Meeting in Durango, CO, and one of my favorite destinations is Colorado, so I told my husband, Bob, that I wasn't going to miss this trip. Originally, four of the 99s in my Santa Clara Chapter planned to fly out in small planes, but due to work schedules and other commitments, they decided to fly on the friendly skies of United.

(Only United and Southwest fly into Durango-Platte Airport.) I had planned on going out on our son's passes on United until Bob decided he wanted to fly our plane out. Great! I didn't have to take my shoes off or empty my purse items into a plastic bag to get through TSA. So, the plan was we would leave Reid Hillview on Thursday, October 20th, a one day flight into Durango, CO.

After spending a few hours going over our routes, checking fuel prices on www.airnav.com, checking the impending or possible TFRs and MOAs, preflighting and packing up the plane, we were ready to depart early on Thursday, but as faith has it or is it Murphys Law, it was not meant to be. At our planned time of departure, it was the foggiest day in San Jose in a year. I called our son and asked him to set me up on a flight on UA in the afternoon, so he did and my flight was at 2:30 PM. Tracy was clear; Hollister was fogged in as was Reid Hillview. The fog lifted by 12:30 PM

Utilizing Flight Following in both directions, and we were diverted several times due to MOAs time we were departing. We always like having Everything with this 99s event was happening delay in all the events, but that was OK with Durango. Neither one of us had ever been or 9 long cross country flights in this plane. The Thanks Guys and Gals. (A female FF Controller

Our initial altitude was 9500' until we got close As we were climbing up the mountains in our at the airspeed to see 60kts. (Bob was the PIC landing and here we are climbing up and up to slowly. Maybe some of my praying helped, too!



after being passed off to LeMoore Approach, that decided to become active about the an extra pair of eyes watching out for us. on Friday. Our delay on take-off meant a me. At least we were on our way to through so many MOAs and we have taken 8 Flight Following Controllers kept us safe. was in the Las Vegas Airspace.)

to Lake Isabella where we climbed to 11.5. Warrior with a 160hp engine, I glanced over on this leg.) 60kts is my approach speed for clear this mountain. We made it ever so

Our first stop was to be at Mesquite, NV for fuel at \$5.05/gallon, but in looking at the info for the airport up in our Flight Guide, it showed that no fuel was available after 4 PM and it was now 4:30 PM. Had I read the entire page regarding Mesquite, near the bottom there was a note that said fuel was available on the Self Serve Tank 24 hours, but I only read the first two two lines. That mistake costs us an additional \$.99/gallon because our next airport for fuel was St. George, UT where we paid \$5.99/gallon for fuel.

The St. George Airport in and of itself was a real adventure. Our GPS showed the airport's location before January of 2011. Our new Flight Guide did not show the new location. Our new chart did show it. However, since Bob had landed at the St. George Airport back in the late 60's and, maybe it's a male ego thing, but he was sure he knew where to go. As we approached the 'former' St. George Airport, I saw X's in yellow on the runway, so we both knew he could not land. We had heard pilots calling in to land at this airport. Using the CTAF, Bob called out to ask where to land. A pilot responded that the new airport was approximately three miles to the East. No coordinates, just East. With both of our eyes peeled out the window, we spotted planes in the air and headed in that direction. Called in our position, entered on a 45 to downwind, base to final. We have now landed at the new St. George Airport which opened in January 2011. The GPS will get updated and we will contact Flight Guide so they can update their books.

Upon landing and calling Above View, the only FBO on the field, and asking for fuel, we decided to spend the night. It was only 6 PM. but by the time the fuel truck finished fueling four planes and finished with our plane, it was past 6:30 PM. There was going to be no Moon that night, so we would have no horizon. By 7 PM, it was getting dark. We would be flying over more mountains. We didn't want to become another John Kennedy, Jr. statistic, so we took the courtesy car that was available for us and drove into the town of St. George for our accommodations and dinner. The young man fueling our plane gave us directions to the town, but neither one of

us could remember them and as we were driving, we passed a Fire Station and I told Bob to stop and I'd ask a Fire Fighter for directions. I never thought of asking for directions at a Fire Station, but a young man answered the door and told us which Exit to take and he recommended a restaurant.

After a good dinner and a good nights sleep, we drove back to the airport and departed for Durango around 8 AM. It's dark until 7:30 AM. Ten miles from the airport, I announce our location and I hear 'something' at 50 miles, landing Durango. Within seconds or so it seemed, I hear the same voice at 30 miles. I entered at 45 degrees to downwind and on downwind, I hear the same voice, 20 miles and landing Durango. I figured this was a King Air or something similar. It never dawned on me that it could be a Regional Jet. I was landing on an uncontrolled field, but I guess if there's a need and good revenue, an RJ will land on any runway. On downwind and close to turning to Base, an RV6 behind me says....'Regional, I'll do two 360's to make space for your landing.'" And with that call out, I thought, 'Glory be, it *is* an RJ and I better make a short approach.' This had to be one of my quickest landings. I just wanted to get out of the air and on the ground and off the runway ASAP. I landed before the numeral **8** indicating 8000 more feet to the end of the runway.

Following the directions of the ground taxi crew, I parked the plane. We had to bring our own tie down ropes, but the tie down fee was free for the 99s, along with a discounted fuel price of \$5.45 instead of \$6.05. We opted not to take on fuel because we would be departing from a high density airport and we had enough fuel left for three hours which would get us back to Mesquite, NV. The airport was 6685'.

One of the local 99s husbands picked us up at our plane and drove us to the Terminal Building where he picked up three more 99s who were on that RJ that cruised in after we landed. Turned out, we were all staying at the Best Western Plus Grande, walking distance to everything. I would highly recommend this hotel as it had everything and we had a small suite for \$93, including all taxes. This would be a great destination for any organization in the Fall Season.

After checking in with the Registration Desk at the Host Hotel, The Strater, a historic hotel, I found the Fly Market and picked up a new jacket and blouse. A woman never has enough clothes, right? We found the Hospitality Room which had plenty of nibbling items for both the 99 and the 49 1/2 which is what the husbands/partners are called. In my case, I've had the same partner for 50 years! I decided to keep him. He does a good job in changing the oil on the plane and cleaning the windows ~~~ I get the job of cleaning the leading edges. Somehow, I think I get the worst job.

We walked off the town which was about the size of downtown Livermore and had 38 restaurants on one street. This town does not go to sleep early. After attending the Welcome Event on Friday night and the Banquet on Saturday night and walking back to our hotel around 11 PM, the town was still active with music coming out of the bars and people everywhere.

We took a 7 hour ride on the Durango-Silverton Narrow Gauge Railway. This was a real highlight to the trip. The scenery was outstanding; the skies were blue and the Aspens, a bright yellow. All the leaves on the trees were bright yellow, red. As we got farther along and into the mountains, the pine trees were everywhere and during most of the ride, we followed a fast moving river. One couple on the train had a canoe with them and backpacking gear. The train stopped at a designated location and left them off with their equipment. They planned to be out a few days and paddling their canoe and camping along the way. The end of the train ride was in a small town called Silverton. It looked like Boomtown, not much there except several buildings that were closed for the season and a few restaurants.

On Sunday, we returned to the Durango Airport around 7:30 AM to find ice on our wings. Earlier in the morning, it was 30 degrees. This is the first time this plane has seen any ice. By the time we packed up the plane, did our preflight, said our goodbyes to our new friends, reviewed the route, the ice had melted and it was safe to go. After leaning for a high density airport departure, and making sure that no RJ was about to land on top of us or anyone else, with one flap on for gaining altitude, we departed and noticed we were off the ground sooner than most of the other planes and we had to be the slowest as most of the pilots had Cessna 182's, Archers, Arrows and Bonanzas, but did they review their Ground School on how to depart at a high density Airport? I doubt it. One woman pilot who flew a Debonair in from Salinas told me she wanted to discuss our route back because she didn't like her route coming to the event. I'm finding out that too many pilots just use their GPS and go **D** for Direct whether it takes them over all the mountains. We don't fly that way. Our route was the most Southern way to go and this gal chose the most northern route which did take her over all the mountain tops. I wonder how many emergency landing spots she found on those mountain peaks!

We landed at Mesquite, filled up at \$5.05/gallon, picked up on Flight Following and were passed off about 7 times. There were many airliners coming into Vegas. I guess the machines must be doing well. Sounds like we need to take a trip to Vegas and visit my favorite machine: Larry, the Lobster, where I won and lost all my nickels.

Somewhere around China Lake, with Bob as PIC, our GPS went blank. I flew right seat while Bob checked the chart and figured out how to dodge a MOA. We had already checked and found out that there were no active MOAs on Sunday. Hopefully, these pilots spend that day in church and not in the air at Mach One airspeeds.

This was the smoothest flight directions. Flying over the desert, I expected there would be a lot of thermals, but there were no problems at all. The only time most traffic in the air was upon and some Wind Shear coming landing at Reid Hillview



we have ever had and in both the desert, I expected there would be no significant weather we had any bumps and the our entry to Los Banos for fuel in over the shopping center for Airport.

Some day, we will return to although United is always an for a short vacation. The are all within walking distance Durango-Silverton Touring interesting locations within the Four Corners, a monument to Arizona, Colorado, Utah and

Durango, maybe in an RV6, option. It's a great destination restaurants, shops and hotels of the center of town, and the Office provides tours to other area. Here is a picture of The four state borders that meet: New Mexico.

Cool video's found on the internet.

[A little high and hot....or not.](#)

[Using ALL of the available runway, and then some.](#)

[A little flight...through a hole in a mountain....in central China....without an airplane....just a cape...or maybe a wingsuit.](#)

What is it? From last month Sponsored by:



Last month Barry Weber once again was correct by naming the Acro 1 which was featured on Barnstormers. Since he was not at the meeting, he was awarded winner points for October in the year end prize competition.

Thanks to those that called Aircraft Spruce and mentioned this contest in the newsletter as they have agreed to continue their sponsorship. Prizes are available thanks to them. Please give them a call with your next order and tell them how much you appreciate their generous donation to our monthly newsletter.

Submit your answer to the newsletter editor to be eligible for a prize to be awarded at the regular chapter meeting.

You must be present to win but points are cumulative.

Winning entries will be decided by the email that is received with the earliest time stamp and the correct naming of the make/model of the pictured airplane as discovered. Winners that correctly identified the winning make/model that do NOT attend the meeting will forfeit the prize to the next available submission. Winning entries will be decided by the email that is received with the earliest time stamp and the correct naming of the make/model of the pictured airplane as discovered. Winners that correctly identified the winning make/model that do NOT attend the meeting will forfeit the prize to the next available submission. Chapter Judge's decision on correct identification is final.



Minimum safe altitude is the one where you don't hit anything

What is it?

Sponsored by:





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