



THE GRAPEVINE



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

Vol. XXX,



No. 12, December 2011



Officers



President Ralph Cloud 449-1048
Vice President **Dave Dent** 447-8055
Trea\$Urer Mark Palajac 510-557-4020
Secretary Kirk Knight 510-390-0840
Program Co-Ord Don Smith 785-5824
Tech Counselor Dave Dent 447-8055
Tech Counselor Gordon Jones 447-1549
Tech Counselor Bob Sinclair 935-7465
News Letter Emeritus John Meyer
News Letter Editor Jeffrey Larson 209-608-5981
Flight Advisor Barry Weber 963-0824
Flight Advisor Bob Farnam 449-1513
Young Eagles Trina Anderson 209-832-1162
Librarian Alan Thayer 582-7274
Web Editor Brad Olson 866-9289



Board Of Directors

Bruce Cruikshank 510-886-6897
 John Goldsmith 925-447-7362
 Brad Oliver 925-443-1135
 Bob Farnam 449-1513
 Dick Jennings 862-2345
 Bob Cowan 373 0555

December Meeting And Program



NOTICE: Our December meeting will take place at 7:30 P.M. on the 1st of December. 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
Dec	1 st	Dave Dent	NASA Slide show

Our December Program will feature Dave Dent showing slides and videos of NASA and talking about them.

Mailbag:**Dinner & Dues:**

Mark Palajac is now accepting payments for 2012 dues and the annual dinner. Membership dues for 2012 are \$30 and the price for dinner is \$30 per person. So if you want dues and dinner it is \$60, if you bring a date it is \$90 and if you want an EAA calendar it is an even \$100 (as long as they last). You can give Mark a check at the meeting or mail your check to him at 25 Jacaranda Drive, Fremont CA, 94539. If you give money to someone to give to Mark, please notify Mark by email so he can make sure it gets to the bank (mark_pal@yahoo.com).

MINUTES: GENERAL MEETING, EAA CHAPTER 663, 11/3/2011, 7:30 PM, KLVK TERMINAL BUILDING.

No General meeting minutes were submitted prior to the newsletter publication.

MINUTES: BOARD OF DIRECTORS MEETING, EAA CHAPTER 663, 7:35 PM, 11/17/11, RALPH'S PLACE.

Ralph Cloud, Dick Jennings, Bob Farnam, John Goldsmith, Bruce Cruikshank, Bob Cowan, Brad Oliver, Chuck Ray, and (a bit later) Mark Palajac were present.

Mark reported that the chapter treasury stands at \$3778.21, and seventeen members have paid dues for next year. If you'll remember one of our great presenters from earlier this year, Tim Ogg became a member. The scales drug in another member.

Business: Bob Farnam reported that Steve Richard is new another alternate tool guy in addition to Dick Jennings and Bob Buckthal (who has become scarce around the airport). Bob is also working on what the deposits will be for checking out the four big dollar/use items; the prop balancer, scales, bore scope and the trailer.

Annual dinner: After some discussion it was decided to charge \$30 per person to attend the annual dinner, a bit more than last year but with the promise of better food. As for a speaker it was decided to invite Jacquie Warda of Jacquie B Airshows (jacquiebairshows.com).

Announcements; Next meeting will be December 1st with the board meeting following on the 15th.

Meeting adjourned for pie.

Respectfully submitted, Bruce Cruikshank for Secretary Kirk Knight.

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: - RV Flight To KSFO!!!

Dave & Trina Anderson

Not too long ago at an EAA chapter meeting not too far away...

663 Chapter Member John Nitenson, United Supervisor San Francisco Line maintenance, announced that United was looking for a few good pilots to display their aircraft ... At United's Family Day ... At KSFO!!!

Well, of course we said sign us up right away. How cool would it be to fly into United at KSFO! A number of other Chapter Members jumped at the chance also. Barry Weber volunteered to help organize the event and lead the Chapter RVs into KSFO.

Barry worked with United Captain Steve Silver to come up with a better plan to get us into KSFO than the plan used in the past.

As part of the plan, the 6 RVs decided that the best chance to execute the KSQL to KSFO flight would be to stage at KSQL the night before our flight to KSFO. Thus would allow for the best option to deal with the potential fog in the early morning. So we booked rooms at Fairfield Inn & Suites by Marriott on field at KSQL the night before our planned flight into KSFO.

The plan was for the 5 RV's flying formation into KSQL to meet at KLVK for a pre-flight briefing. We all agreed that the flight into KSQL would be good practice for the flight in to KSFO the following morning. So ... as planned we briefed at 16:00 at KLVK and departed for KSQL. Arriving KSQL was a little interesting as it seems the Home Owners Association doesn't allow formation arrivals or departures at KSQL (how they got to control the airport is, we're sure, another interesting story). So on the fly we provided separation coming across the bay for the downwind for 20 at KSQL.

Arriving at the KSQL ramp we were met by airport staff (thanks Trina for calling ahead). They not only got us all tied down, but provided transportation to the Hotel for us. (Thanks guys!)



Arriving KSQL tired and hungry decisions had to be made. Where do we meet for dinner? Two options are available on field. Burger King or Izzy's Steaks and Chops... Most of us met at Izzy's at 16:30. Some folks couldn't wait that long to eat so they headed to Burger King to get some BEEF. We choose to go with the others to Izzy's as we weren't ready to eat yet and probably spent triple for the burger at Izzy's, but it was probably four times better. It was really good for about \$9 with fries.

Steve's departure briefing into KSFO was at 07:00 at Sky Kitchen across the field. So we all planned to head over to the aircraft at 05:30 to get them pre-flighted and warmed up to go.

What did we wake up to??? 700 feet overcast. Yuck!!!! We all walked over and prepped the aircraft for departure and then met Steve for our departure briefing on time at 07:00. Just before we start the briefing, the Lake and 172XP arrive KSQL IFR. Weather was still 700 feet overcast at briefing time and at our scheduled departure time of 07:30. Steve called operations and the tower for a delayed arrival. We're good to arrive 09:00.

But at 08:30 and 09:00 it was still 700 feet overcast. And at 09:30, still 700 feet overcast! Now this sucks... But Steve is cool and calls Operations and the Tower again. We're good to go at 10:00. But at 10:00 it is still 700 feet overcast! So once again, Steve is on the phone with Operations and the Tower... So... Steve tells the Tower "I'll check the weather in 20 minutes and call you back." The Towers tells Steve "Don't call us, we'll call you."

Now it's not looking good at all. The Towers says "Don't call us, we'll call you" and it's still 700 feet overcast. But wait at 10:10 it goes 1100 overcast at KSFO. Cool we get to go after all. But wait, it only lasts minutes are we're back to 700 feet overcast, again.



Guess we're not going after all. The museum is open now, so we can always check that out instead. But wait ... Steve is a patient guy ... and at 10:30, long past our initial drop dead time, KSFO tower calls and say 1100 overcast, you're good to go for arrival.

Steve calls Operations, again, and they say if we're on the ground and in place by 11:00 we're good to go. So a quick group photo and off to the planes we go to depart KSQL for KSFO!

Remember the earlier arrival problem; no formation! The same problem for departures. So, as we departed we each had to have an individual departure clearance and be clear of the runway complicating the join and

initial flight path into KSFO. In an RV the flight only a few minutes. It is a barely two minutes (if that) from KSQL till we're in KSFO's class BRAVO. As expected the RV flight deals with it and is joined up in minutes and headed to KSFO's class BRAVO.

One RV co-pilot needed to be reminded to quit drooling and take some pictures. The rest of the flight is as follows.

RV Flight:
SFO Twr,
Experimental RV 19Z, Flight of 5 RVs off San Carlos landing San Francisco International.

SFO Twr:
RV Flight,
Cleared into class BRAVO. Enter left base 28 left.
Caution wake turbulence, 747 heavy landing 28 Left and 28R.

RV Flight:
SFO Tower,
RV Flight cleared into class BRAVO. Enter left base 28 Left.

SFO Twr:.
RV Flight,
Cleared to land 28 Left. Caution wake turbulence, 767 landing 28 Right. Maintain visual separation.

RV Flight:
SFO Tower,
Cleared to land 28 left. Maintain visual separation from the 767.
RV Flight.



We all landed 28 Left as briefed beyond Runway 01 Left, right left right left right at the same time in staggered trail.

SFO Twr:
Cathay Pacific 747 Heavy, Hold short 28 left, Landing traffic, Flight of RVs.

SFO Twr:
RV Flight,
Exit Sierra One. Ground on point 8

RV Flight:
SFO Tower,
Exit Sierra One, Ground on point 8.
RV Flight.

RV Flight:
SFO Ground,
RV Flight Off 28 left at Sierra One, Taxi United MOA.

SFO Gnd:
RV Flight, Taxi via Zulu to United MOA...



On the ground we check out the United aircraft, and facilities. We spoke with a number of folks about flying, becoming a pilot, and Young Eagles. We are treated to a nice lunch. We enjoyed the traffic departing KSFO, and, the aircraft participating in Fleet Week. Like the flight of nine Snow Birds flying directly overhead. Not to mention the Blue Angles. Mentioning the Blue Angles, we were to depart 5 minutes after their post show arrival at 16:05. At 15:35 here come the Blue Angles overhead returning from the show ... Time to go...

Departure was uneventful for the 6 RVs that departed (one aircraft had some issues, but that is another story) with three interesting

conversations.





RV Flight:
SFO Gnd, Experimental RV 19Z, Flight of 6 RVs,
United MOA ready to taxi for departure 28 Right.

SFO Gnd:
RV Flight,
Taxi 28 Right full length via Zulu, Uniform, Charlie,
hold short 1 Left.

RV Flight:
Taxi 28 Right full length via Zulu, Uniform, Charlie,
Hold short 1 Left.
An intersection departure would probably work better for us and for you.
RV Flight.

SFO Gnd:
RV Flight, Standby...

SFO Gnd:
RV Flight,
Taxi 28 Right via Charlie,
Hold at Delta for intersection departure.
That is 3400 feet, will that work?

RV Flight:
That will work...
Taxi 28 Right via Charlie,
Hold at Delta for intersection departure.
RV Flight.

SFO Gnd:
RV Flight,

Hold at Kilo, the Challenger will pass in front of you.



RV Flight:
Hold at Kilo, for the Challenger to pass in front of us.
RV Flight.



The fog bank rolling in from the north blocked our exit by way of The City so we had to depart south and transition KSQL on our way back to the valley...

RV Flight:
SFO Tower,
RV flight ready for departure 28 Left at Delta.

SFO Twr:
RV Flight,
Hold Short 28 Right at Delta.

RV Flight:
Hold Short 28 Right at Delta.
RV Flight.

SFO Twr:
RV Flight,
Cleared for takeoff 28 Right at Delta.
Fly runway heading, remain south and west of 101.

RV Flight:
Cleared for takeoff 28 Right at Delta.
Fly runway heading, remain south and west of 101.
RV Flight.

SFO Twr:
RV Flight,
Leaving class BRAVO, contact San Carlos Tower 119.0.





RV Flight:
Leaving class BRAVO, contact San Carlos Tower 119.0.
RV Flight.

RV Flight:
San Carlos Tower,
RV flight just departed San Francisco International,
VFR to Livermore...



Parking at KSQL \$
Dinner at Izzy's \$\$
Night at Farfield Inn \$\$\$
Building an RV \$\$\$\$\$
Flying it into KSFO with the big boys ... Priceless!!!!

Talk about a face busting RV grin...

We keep looking, but haven't yet found video or photos from the terminal or folks onboard the 767 that we were landing beside.

Thanks UNITED for your hospitability.

Especially

John, Steve, and John

Thanks Barry for a wonderful job leading the flight of RVs into and out of KSFO!

<http://www.flickr.com/photos/dntanderson/sets/72157627858911860/>

Links to the movie on Youtube...

Long HD version

http://youtu.be/FchabG_QoL8

Arrival & Departure

<http://youtu.be/6yGN3uloSNE>

Small short version

<http://youtu.be/ckUPqA1Je4s>

Cool video's found on the internet.

[These ropes are strong enough....I think.](#)

[West Coast Ravens Formation Flying RV's](#)

[Seaplane taking off on nothing but air....oh yeah...and a trailer.](#) [Our own John Youngblood makes the local news.](#)

What is it? From last month Sponsored by:



Last month Barry Weber once again was correct by naming the Lavochkin La9 but he was not the first correct answer as Bob Tucknot garnered the prize from our sponsor.

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.



Radio communication is the weakest link at busy airports. We need to listen better and talk less.

What is it?
Sponsored by:





16610 Von Sosten Road
Tracy, CA 95304
jeffrylite@comcast.net or
President@eaa663.org