



THE GRAPEVINE



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

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Meeting And Program

NOTICE: Our August meeting will take place at 7:30 P.M. on the 1st of August. The meeting will be at the FBO on the grounds at KLVK

Calendar:

Month	Date	Speaker	Topic
June	6th	Alec Proudfoot	Human powered flight
July	4th	?????	BBQ and fireworks
August	1 st	EAA Chapter Videos	Video's from the EAA HQ office

For Our August program, we will watch some of the EAA Chapter videos offered from EAA Headquarters. We watched part of them, and they are pretty good.

Mailbag:

This is a special story shared by our own Dan Shumaker. Thanks Dan and congratulations. Date is June 20, 2013.



Today was the 50th anniversary for my solo flight at Marianna, Florida. I am lucky enough to own the aircraft I soloed in, a 1946 Piper PA-12 which has been in my family since 1950. It was owned by my father at the time of my solo. Before that my Uncle Robert was the owner. Suann insisted that I have my shirt tail cut



off. Photos attached. I also still have the original shirt tail, as well as, the wood propeller that was on the PA-12 when I soloed. More photos can be found online at...

http://www.shuaero.com/AeroPhotos/ShuAero/Aircraft/N/Piper/PA_12/N2666M/index.html

Regards,

Dan Shumaker A&P (925) 455-9653 Livermore, CA 94551 Visit Dan's hangar at www.shu-aero.com

A couple of items from our computer technical guy, Matt Dralle, whom also hosts multiple aviation chat groups at Matronics.com.

I was playing around with Google Earth tonight and was having a look at the Livermore Airport. I was comparing what the airport looked like in 1993 vs. 2013, exactly 20 years. I was rather shocked to notice that in 1993 there were roughly 114 airplanes parked out on the ramp, but by 2013 that number had dwindled down to a mere 58! It is important to note that there are exactly the same number of hangars at Livermore during that time period. So basically, 56 airplanes have gone away be it through wrecks or shipments overseas or whatever. And there haven't been many new ones built to replace them during that time period either. It's a very sad commentary on the state of General Aviation, indeed.

Matt



KLVK ATC Streaming

A couple of weeks ago I found a web site on the Internet called LiveATC.net that has the Air Traffic Control (ATC) tower communications on line for streaming for a number of airports around the country. Lo 'n behold, they even have a stream for my home base, the Livermore Airport. But, much to my dismay, the quality of their KLVK feed was just plain awful. It was obvious the airband source didn't have a decent antenna or perhaps even a good radio. I suppose that given that their site is a consortium of local citizens providing the feeds, the lack of quality goes with the territory.

But, I really liked the idea of being able to monitor the LVK ATC and also the ability to bring up the archives and listen to my personal communications with the tower after a flight.

Since I had a computer at the hangar along with a pretty decent Internet connection and, in the spirit of Experimental Homebuilding, I had an idea... I mounted an air-band antenna on the top of the hangar and brought the RG-58 coax down to near the computer and plugged it into my trusty Icom IC-A20 hand held. I was AMAZED at the quality of signal I was getting. It was picking up guys in airplanes 19 miles out like they were sitting next to my hangar! I set the radio to high-speed scan between the Tower and Ground frequencies so with a single feed I could get all communications.

So next, I made an audio connection from the handheld to the Line In input on the computer. Sure enough, now I was getting great sound from the hand held on the computer! I found some software from Australia called BroadWave from a company called NCH (<http://www.nch.com.au/streaming>). It lets you connect to the Line In port on the computer and then generate real time audio streams that can be served up via the Internet. And sure enough, it works great!

Next, I found some software from Germany called Loop Recorder (<http://looprecorder.de>) that let's you monitor an audio input on your computer and generate archive files. You can select an increment in which to rotate the files automatically, for example, every 30 minutes. I downloaded this software and installed it and sure enough, I was able to start archiving the ATC transmissions coming in, all the while streaming them live as well!

The last piece of the puzzle was to enable the Web and FTP servers on the Windows 7 system and come up with a front-end web page that would tie all of these new resources together for easy access from the Internet. I'm happy to report, the whole thing came together very nicely and even allows you stream directly to your Android or iPhone as well as your desktop! Pretty darn cool!

And so, without further ado, here is my new web site for monitoring the ATC communications at KLVK:

<http://klvk.matronics.com/>

Just to state the obvious, the stream is silent if there isn't any current ATC or aircraft communications. During the day, you'll usually hear something within five or ten minutes. Sometimes much quicker.

I contacted LiveATC.net and they were excited about adding my new stream to their web site as well. So, at some point soon, the LiveATC.net feed for Livermore Airport will be coming from my hangar! My site <http://klvk.matronics.com> will continue to be available as well.

For entertainment purposes only! - Great Job Matt, thanks from the entire chapter.

This article was submitted by Bob Cowan.



Below is an article written by Rick Reilly of Sports Illustrated. He details his experiences when given the opportunity to fly in a F – 14 Tomcat. If you aren't laughing out loud by the time you get to 'Milk Duds,' your sense of humor is seriously broken.

Now this message is for America's most famous athletes:

Someday you may be invited to fly in the back-seat of one of your country's most powerful fighter jets. Many of you already have. John Elway, John Stockton, Tiger Woods to name a few. If you get this opportunity, let me urge you, with the greatest sincerity . . . Move to Guam instead!

Change your name. Fake your own death! Whatever you do. Do Not Go! I know.

The U.S. Navy invited me to try it. I was thrilled. I was pumped. I was toast! I should have known when they told me my pilot would be Chip (Biff) King of Fighter Squadron 213 at Naval Air Station Oceana in Virginia Beach.

Whatever you're thinking a Top Gun named Chip (Biff) King looks like, triple it. He's about six-foot, tan, ice-blue eyes, wavy surfer hair, finger – crippling handshake – the kind of man who wrestles dyspeptic alligators in his leisure time. If you see this man, run the other way, Fast.

Biff King was born to fly. His father, Jack King, was for years the voice of NASA missions. ('T-minus 15 seconds and counting .' Remember?) Chip would charge neighborhood kids a quarter each to hear his dad. Jack would wake up from naps surrounded by nine-year-olds waiting for him to say, 'We have liftoff'.

Biff was to fly me in an F-14D Tomcat, a ridiculously powerful \$60 million weapon with nearly as much thrust as weight, not unlike Colin Montgomerie. I was worried about getting airsick, so the night before the flight I asked Biff if there was something I should eat the next morning.

'Bananas,' he said. 'For the potassium?' I asked.

'No,' Biff said, 'because they taste about the same coming up as they do going down.'

The next morning, out on the tarmac, I had on my flight suit with my name sewn over the left breast.

(No call sign – like Crash or Sticky or Leadfoot. But, still, very cool.) I carried my helmet in the crook of my arm, as Biff had instructed. If ever in my life I had a chance to nail Nicole Kidman, this was it.

A fighter pilot named Psycho gave me a safety briefing and then fastened me into my ejection seat, which, when employed, would 'egress' me out of the plane at such a velocity that I would be immediately knocked unconscious.

Just as I was thinking about aborting the flight, the canopy closed over me, and Biff gave the ground crew a thumbs – up. In minutes we were firing nose up at 600 mph. We leveled out and then canopy-rolled over another F – 14.

Those 20 minutes were the rush of my life. Unfortunately, the ride lasted 80. It was like being on the roller coaster at Six Flags Over Hell. Only without rails. We did barrel rolls, snap rolls, loops, yanks and banks. We dived, rose and dived again, sometimes with a vertical velocity of 10,000 feet per minute. We chased another F – 14, and it chased us.



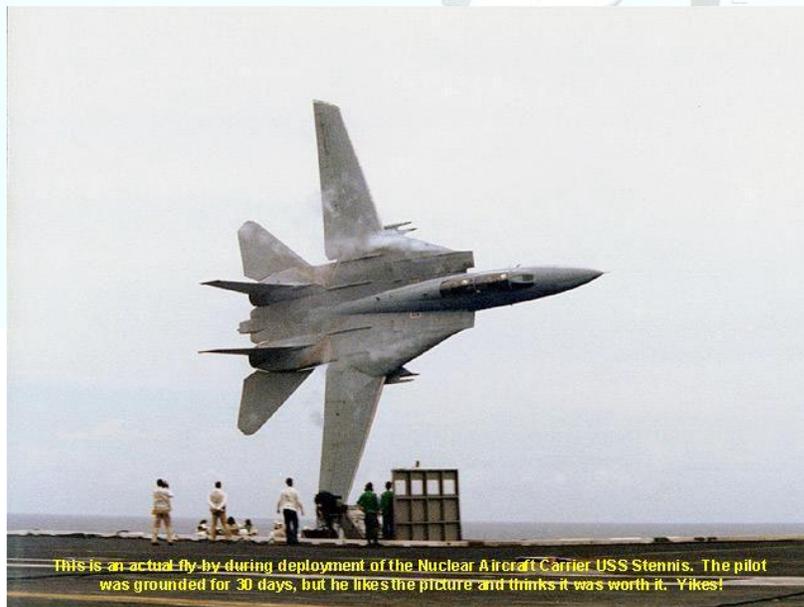
We broke the speed of sound. Sea was sky and sky was sea. Flying at 200 feet we did 90 – degree turns at 550 mph, creating a G force of 6.5, which is to say I felt as if 6.5 times my body weight was smashing against me, thereby approximating life as Colin Montgomerie. And I egressed the bananas.

And I egressed the pizza from the night before. And the lunch before that. I egressed a box of Milk Duds from the sixth grade.

I made Linda Blair look polite. Because of the G's, I was egressing stuff that never thought would be egressed. I went through not one airsick bag, but two.

Biff said I passed out. Twice. I was coated in sweat. At one point, as we were coming in upside down in a banked curve on a mock bombing target and the G's were flattening me like a tortilla and I was in and out of consciousness, I realized I was the first person in history to throw down.

I used to know 'cool'. throwing a touchdown Norman making a five- now I really know 'cool'. like Biff, men with cast – and freon nerves. I there again for Derek book, but I'm glad Biff and for less a year than a makes in a home stand.



This is an actual fly-by during deployment of the Nuclear Aircraft Carrier USS Stennis. The pilot was grounded for 30 days, but he likes the picture and thinks it was worth it. Yikes!

A week later, when the stopped, Biff called. He fighters had the perfect Said he'd send it on a flight suit.

What is it? I asked.

'Two Bags.'

Cool was Elway pass, or iron bite. But Cool is guys iron stomachs wouldn't go up Jeter's black does every day, rookie reliever

spins finally said he and the call sign for me. patch for my

July 2013 Minutes

MINUTES: "GENERAL MEETING" EAA CHAPTER 663, JULY 4, 2013 4:30 PM + OR -, HANGARS 113 & 114 KLVK.

To make a long story short; the meeting night fell on the same night as the chapter barbeque. . . . so at one point chapter president Ralph Cloud called the meeting to order but it was mostly about food and talk. Oh yes and the announcement of the winners of the "What Is It" contest (a Onex Trike): There were five: Yaho Kote, me, David Flourney, Barry and Bob Tucknott. I was the first present so I won a nifty flashlight. David, Barry and Bob also won 5 points for the bonus question. The three pins in the hat denote completing and flying 3 Sonexes.

It was hot, and there was a VERY LARGE crowd, the biggest turnout I've seen, and the meeting adjourned with fireworks!

July 2013

MINUTES: BOARD OF DIRECTORS MEETING, EAA CHAPTER 663, 7/18/2013, 7:33 PM, RALPH'S PLACE.

Ralph Cloud, Dave and Trina Anderson, John Goldsmith, Bruce Cruikshank, Chuck Ray, and a bit later Mark Palajac were present.

Business:

Trina reported that 16 Young Eagles were flown on 7/13 at Tracy Airport. The next rally will be 8/17 at the Byron Airport in the Patriot Jets facility.

As a result of a brief but scary dog fight between the airport dog and a dog brought to the rally inside the office building with many small kids present, future policy will be:

NO DOGS WILL BE BROUGHT TO YOUNG EAGLE RALLIES.

THERE WILL BE NO DOGS IN AIRCRAFT OR NEAR CHILDREN.

All present agreed that the July 4th barbeque/meeting was a great success. A large (maybe the largest yet) crowd tolerated the heat, and some stuck around for the fireworks display from the facility of Los Positas College.

This is a chapter officer election year, and Ralph stated the need for a nominating committee. Bob Cowan's arm twisting performance in the past suggested a return as committee chairman. Ralph is emphatic about not continuing as chapter president. Needed are four officers and six directors.

There was no word from Dave Dent on a speaker for the Aug 1st. general meeting occurring during the Oshkosh Flyin. The non travelers can expect a couple of videos that are supplied by EAA Headquarters for meeting programs.

Announcements: Next meeting is 8/1 with the board meeting following 8/15. The next barbeque will be Saturday 8/17. The Livermore Open House is going to be 10/5

Discussions: There was talk of changes coming to the airport, the new FBO, extending the south runway further toward the west.

The city may be about to alter the airport safety zone to allow for high density housing near the new Bart Station to be located near the 580/84 interchange. Mark related his experience with the recent Hayward Air Rally.

Meeting adjourned.

Respectfully submitted, Bruce Cruikshank, 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.

Cool videos found on the internet.

[A cat/shark, a duck, a dog and a Roomba. That's entertainment.](#)

[4 people were fired, 1 NTSB and 3 at KTVU but Colbert has a unique view on it.](#)

[Are people mean to you at work? Ok, it's not a video, but couldn't help myself.](#)

[Now that's some terrific pilot skills.](#) - Thanks to Bruce Cruikshank

What is it? From last month Sponsored by:



Five winning entries were submitted for the Onex Trigear. Yasho Kote was first but didn't make the meeting/BBQ, but he still garnered 3 points. Bruce Cruikshank was the next correct answer and made the meeting and was awarded the prize and 10 points. My friend Merle Reppert from Oroville is the pictured pilot/builder and the Onex is his 3rd Sonex build. He has a huge hanger at Oroville and its' filled with an amazing array of toys/tools. The Onex took him just a snicker over 6 months to complete. Not bad for a guy that is a very youthful 82. Prior to the Sonex trails, he had completed a couple of ultralights, multiple RC's (been flying them for 40 years) and a mini-helicopter. If you are in the area, stop by and say howdy to Merle. You won't regret the opportunity to meet him and take in his impressive collection.

Congrats to all that participated and added points towards the year end prize of the custom made 17" model from Factory Direct Models. Sponsor prizes thanks to Aircraft Spruce. Don't forget to thank them when you call and make that next order. Might be worth jotting down a note in the comments section if you order online. Missed guess's still count one point each, tallied to the end of the year with a 2 guess limit per month.

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 and incorrect guesses count.**

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.



When landing in a calm wind at an uncontrolled airport, be aware that other traffic may have an idea opposite yours.

What is it?
Sponsored by:





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