



THE GRAPEVINE



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

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Officers



- President Ralph Cloud 925-449-1048
- Vice President Dave Dent 925-447-8055
- Trea\$Urer Mark Palajac 510-557-4020
- Secretary Bruce Cruikshank 510-886-6897
- Program Coordinator Dave Dent 925-447-8055
- Tech Counselor Dave Dent 925-447-8055
- Tech Counselor Gordon Jones 925-447-1549
- Tech Counselor Bob Sinclair 925-935-7465
- News Letter Emeritus John Meyer
- News Letter Editor Jeffry Larson 209-608-5981
- Flight Advisor Barry Weber 925-963-0824
- Young Eagles Trina Anderson 209-832-1162
- Librarian Alan Thayer 510-582-7274
- Web Editor Brad Olson 925-866-9289



Board Of Directors

- Bob Farnam 925-449-1513
- John Goldsmith 925-447-7362
- Chuck Ray 925-899-5660
- Dave Anderson 209-609-2162
- Dick Jennings 925-862-2345
- Bob Cowan 925-373 0555

Meeting And Program

NOTICE: Our September meeting will take place at 7:30 P.M. on the 5h of September. The meeting will be at the FBO on the grounds at KLVK

Calendar:

Month	Date	Speaker	Topic
July	4th	????	BBQ and fireworks
August	1 st	EAA Chapter Videos	Video's from the EAA HQ office
September	5th	Barry Weber	Annual Oshkosh Picture Slideshow

For Our September program, we will watch what has become an annual ritual at EAA 663. Aviation aficionado Barry Weber makes his annual trek to Oshkosh and with camera in hand, captures hundreds of unique, fancy, sporty or otherwise interesting airplanes. His experience of a wide variety of airplanes as well as knowing what looks good, unique or interesting, usually winds up on his camera and he shares that along with running commentary during the slideshow. Dave Dent has arranged some really good speakers for our chapter this year and Barry's display will usually go head to head with any of them.

Mailbag:

This is a special story shared by Harry Crosby.

Every so often, usually in the vast deserts of the American Southwest, a hiker or a backpacker will run across something puzzling: a large concrete arrow, as much as seventy feet in length, sitting in the middle of scrub-covered nowhere.



What are these giant arrows? Some kind of surveying mark? Landing beacons for flying saucers? Earth's turn signals?

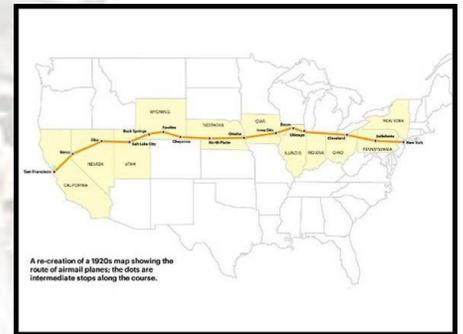
No, it's...The Transcontinental Air Mail Route.

On August 20, 1920, the United airmail delivery route, just 60 shop.

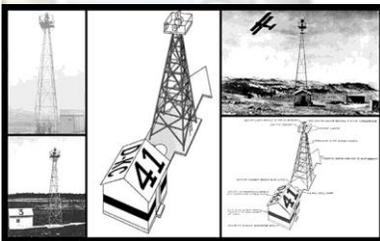


States opened its first coast-to-coast years after the Pony Express closed up

There were no good aviation charts in those days, so pilots had to eyeball their way across the country using landmarks. This meant that flying in bad weather was difficult, and night flying was just about impossible.



The Postal Service solved the problem with the world's first ground-based civilian navigation system: a series of lit beacons that would extend from New York to San Francisco . Every ten miles, pilots would pass a bright yellow concrete arrow. Each arrow would be surmounted by a 51-foot steel tower and lit by a million-candlepower rotating beacon. (A generator shed at the tail of each arrow powered the beacon.)



Now mail could get from the Atlantic to the Pacific not in a matter of weeks, but in just 30 hours or so.

Even the dumbest of air mail pilots, it seems, could follow a series of bright yellow arrows straight out of a Tex Avery cartoon. By 1924, just a year after Congress funded it, the line of giant concrete markers stretched from Rock Springs, Wyoming to Cleveland, Ohio . The next summer, it reached all the way to New York, and by 1929 it spanned the continent uninterrupted, the envy of postal systems worldwide.



Radio and radar are, of course, infinitely less cool than a concrete Yellow Brick Road from sea to shining sea, but I think we all know how this story ends. New advances in communication and navigation technology made the big arrows obsolete, and the Commerce Department decommissioned the beacons in the 1940s. The steel towers were torn down and went to the war effort. But the hundreds of arrows remain. Their yellow paint is gone, their concrete cracks a little more with every winter frost, and no one crosses their path much, except for coyotes and tumbleweeds. But they're still out there. [Click Link to learn more.](#)

August 2013 Minutes

MINUTES: GENERAL MEETING, EAA CHAPTER 663, 8/1/2013, 7:35 PM, TERMINAL BUILDING KLVK.

Chapter president Ralph Cloud called the meeting to order.

There were no guests to introduce themselves, and only 16 others.

Treasurer Mark reported \$4313.64 in chapter funds, and the paid membership now stands at 96.

Business: Trina Anderson (not present [which meant no cookies!!!]) passed along word the next Young Eagles Rally will be at Byron on 8/17. Pilots are needed.

Tools: Bob Farnam (present) showed off our new Tempest Aviation Spark Plug Tester.

A nominating committee is needed to come up with candidates for the October chapter officer elections. There is supposed to be three on the committee but one will do. Incumbent nominating committee Bob Cowan refused to volunteer so maybe someone can talk him into running for chapter president.

Jeffry Larson (not present) left no word on who correctly identified the red airplane in the "What Is It" contest.

The next chapter barbeque will be Saturday 8/17.

About this time Barry Weber called from Oshkosh! Just checking in, some members were apparently having a good time in the evening after a day at the "show". (The high point of the meeting.)

Announcements: The board will meet 8/15 at Ralph's. The Airport Open House will be Saturday 10/5.

Members Forum: Ralph reported that the Airport Land Use Commission put off any decisions on the airport safety zone/area development indefinitely.

Break and then Program. Those remaining watched a couple EAA provide videos.

Meeting Adjourned for pie.

August 2013

MINUTES: BOARD OF DIRECTORS MEETING, 8/15/13, 7:37 PM, RALPH'S PLACE.

Ralph Cloud, Dave and Trina Anderson, John Goldsmith, Bruce Cruikshank, and Chuck Ray, were present. After a test flight Dave Dent arrived a bit later.

Business: Young Eagles coordinator Trina expressed concern about getting enough pilot volunteers for the 8/17 rally at the Patriots Jet Center at the Byron Airport. She was getting reports of maybe 45 to 75 YE's showing up. She reiterated "No Dogs".

Ralph mentioned the chapter barbeque on Saturday; the weather was forecast to be much cooler than it was on the 4th of July.

Nominating Committee: The chapter election of officers and directors is coming. No one has volunteered for the committee. . . . yet. So Ralph is going to open nominations for positions at the September 5th general meeting.

Ralph is going to reserve the Veterans Hall for our annual dinner for the third or fourth Saturday in January 2014!!!!!!

The program for the September meeting will (hopefully) be Barry Weber's Annual Oshkosh Slideshow.

Announcements: The next general meeting will be 9/5, followed by the next chapter barbeque 9/7, and board meeting on 9/19.

The Airport Open House is coming up October 5th.

Meeting adjourned.

Respectfully submitted, Bruce Cruikshank, Secretary. (August was a slow month.)

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 compilation of EAA 663 home movies.....NOT.](#)

[Now this is a craftsman](#) – Thanks To Chris Uhlik

[It was a fortress coming home](#) – Not a video, but a good read. Thanks to Chuck Ray

[And you thought your commute was exciting](#) – Thanks to Bruce Cruikshank.

[No night, bad weather flying or rusty flat land pilots allowed here](#) – Thanks to Harry Crosby

What is it? From last month Sponsored by:



Only 2 entries were submitted, neither being correct in identifying the 1995 General Avia F-22C. Fully Aerobatic, Fully FAA Certified, IFR! Stelio Frati designed and built - same designer as Marchetti SF-260. This one is listed for sale in Houston TX. Both guess's were for a Falco.

My friend Merle, from last months' contest pointed out that he's only a youthful 79, not 82 and it took him almost 10 months to fly the Onex after receiving the boxes from Sonex.

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.



Getting away with something should be a learning experience, not an excuse to do it again.

A word or two on Pilots.

Pilots: People who drive airplanes for other people who can't fly.

Fighter Pilots: Cold, steely eyed, weapons systems managers who kill bad people and break things. However, they can also be very charming and personable. The average Fighter Pilot, despite sometimes having a swaggering exterior, is very much capable of such feelings as love, affection, intimacy and caring. These feelings just don't involve anyone else.

Words of Wisdom From Aviators:

- Flying is a hard way to earn an easy living.
- Both optimists and pessimists contribute to society. The optimist invents the airplane; the pessimist, the parachute.

If helicopters are so safe, how come there are no vintage helicopter fly-ins?

Real planes use only a single stick to fly. This is why bulldozers and helicopters (in that order) need two.

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

