



# THE GRAPEVINE



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

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## Officers



<b>President</b> John Goldsmith	925-447-7362
<b>Vice President</b> Chuck Ray	925-899-5660
<b>Treasurer</b> Mark Palajac	510-557-4020
<b>Secretary</b> Kirk Knight	510 390 0840
<b>Program Coordinator</b> Chuck Ray	925-899-5660
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<b>Tech Counselor</b> Gordon Jones	925-447-1549
<b>Tech Counselor</b> Bob Sinclair	925-935-7465
<b>News Letter Editor</b> Trystyn Clark	925-667-1379
<b>Flight Advisor</b> Barry Weber	925-963-0824
<b>Young Eagles</b> Trina Anderson	209-832-1162
<b>Librarian</b> Alan Thayer	510-582-7274
<b>Web Editor</b> Brad Olson	925-866-9289



## Board Of Directors

John Youngblood	925-830-1872
Bob Farman	925-449-1513
Ray McCrea	510-482-5881
Ralph Cloud	925-449-1048

## Meeting And Program

**NOTICE:** Our August meeting will take place at 6:30 P.M. on the 7th of September. The meeting will be at the FBO (Five Rivers Aviation) on the grounds at KLVK.

Month	Date	Speaker	Topic
July	5th	Craig Catto	Propeller's and more!
August	3rd	Barry Weber	Oshkosh 2017!
September	7th	Beth Duff	Cirrus Aircraft

**For our September Program:** Beth, will be showing off not only the safest but the most sold piston aircraft on the market today. The Cirrus SR22T G6 (Generation 6). Beth has been a sales representative for Cirrus Aircraft for the last nine years; she recently got her check out in the Cirrus Vision jet.

## Craig Savage's Journey to Living The Cirrus Life

Courtesy "Cirrus Aircraft"

A chance encounter with a 75-year-old Cirrus owner had Craig Savage enthralled with aviation after the owner showed Craig's young son *the plane with the parachute*. "I had never thought about owning an aircraft myself, until I first saw a Cirrus in October 2013," noted Craig. The idea of a Cirrus made Craig so excited that he did extensive investigating into the aircraft and the company. Cirrus went from an option to a desire and finally, the clear choice for him and his family. Craig made the decision to purchase a 2014 SR22T before learning how to fly.

"The parachute was the main reason I bought a Cirrus. Having a family and kids, the added safety backup gives me a peace of mind," said Craig. Craig was not only focused on safety, but also comfort and style. He worked with the Cirrus Design Team to turn the interior of his plane into something that matched his personal style. "I like the comfort and technology of the aircraft and of course the sportiness. I won't lie; I love the compliments I get about my Cirrus on the ramp. There's definitely a sports car ego."

Safety and style aside, the main reason why Craig purchased his Cirrus before becoming a pilot was very simple. "I bought the plane before I earned my license because I was renting a plane so often for my business and personal trips that it made more sense to just buy one for myself," explained Craig. Craig received his Private Pilot's License only six months after purchasing his Cirrus, and he just completed his Instrument Rating as well.

Since flying on his own, Craig has fallen in love with aviation. "I never thought I would be flying myself, but I love it. It's therapeutic and exhilarating at the same time. I've made many friends through flying and the aviation community. It's something I would have never expected," he said.

This one difference in Craig's life has furthered the success of his career and his future. Being able to fly not only allows him to save time but also to give the time he needs to his clients. When you're a financial advisor like Craig, there is no price you can put on being able to meet with clients at the drop of a hat. Whenever they need him, Craig will be there.

To meet his clients, he flies his Cirrus around the Southeastern United States – going from places like Kentucky to Tennessee to North Carolina in just one day. "With regional travel, Cirrus has changed my life. Flying has made my life so much easier. I don't have to rush my meetings to try and catch a commercial flight back home or to another meeting. I can take all the time I need. If I have a lunch meeting for business in another state, I can be back home by 4:00 pm," said Craig.

Being a family man, this extra time he gets from using his Cirrus for business, he spends with his family. To him – that is the biggest perk that comes with living the Cirrus Life.

**AUGUST 2017 MINUTES: GENERAL MEETING EAA CHAPTER 663, 8/3/2017, 7:31 PM FIVE RIVERS AVIATION MEETING ROOM, KLVK.**

Chapter President John Goldsmith called the meeting to order. Joining him were Vice President Chuck Ray, Treasurer Mark Palajac and Secretary Kirk Knight.

We had 31 in attendance on a peculiar night with a threat of thunderstorms. John Goldsmith apologized for using the wrong gate code in the newsletter. He added that Trystyn Clark has now arranged with Pete Sandhu of Five Rivers to park in their parking lot and enter through the front door.

We had one guest Bill Parker. Bill is sneaking up on building a plane, possibly a Vans or Zenith. Several members had enthusiastic offers help guide him to becoming addicted to home building.

Minutes were approved as published in “The Grapevine” Newsletter.

Treasurer Mark Palajac reported the Chapter now has 85 members and \$6,908.63 in the bank. Potential expense is \$100 for the bore scope iPhone adapter. Chapter Membership is \$30 for the year, make checks out to EAA663.

John mentioned ideas for use of funds. At the July Board meeting the Board discussed reducing the dues. Ralph Cloud then submitted a motion to reduce dues from \$30 a year to \$20. Trina Anderson provided a second. John opened the floor to discussion by the members.

Ralph provided some background. Dues had been raised about 10 years ago. At that time the cost of printing and mailing newsletters to all members each month was the practice. Now that we deliver the newsletter and other publications by email that recurring cost is gone.

Bob Cowan ask Mark Palajac about the growth of the treasury. He noted it's grown from about \$3,000 to the current amount. About 75 members are dues-paying; about 10 are lifetime members and no longer pay dues. So the \$10 reduction is about \$700 less revenue annually.

Trina asked about our spending on speakers throughout the year or annual dinner. John noted Brian Shul was \$1,500 last year, a steep discount off his \$5,000-7,500 normal fee. Our speakers are often free. We didn't pay Andy Weir, (author of "The Martian") anything. Mark added we have paid speakers about once a year and it has averaged \$200-400 for per diem costs. Alan Brown, who will be speaking again at this year's annual dinner doesn't travel at night and his costs were below \$400.

Barry Weber inquired about the advantage of lowering the dues. John said we're not spending the money and it was a modest decrease. Someone joked maybe we'd get more members. Mark calculated that's 2 gallons of 100LL which prompted laughter from those who have bought avgas.

Barry inquired if we could agree to leave dues unchanged and as the balance increase we look for ways to put it to use. Bruce Cruikshank suggested we offer to pay Pete Sandhu to install sound absorbers in the meeting room to attenuate the echo.

Bob Cowan asked if we have income other than dues. Nothing other than the annual dinner provides income. Dave Anderson suggested we split the difference between \$30 and \$20, at \$25.



Brad Olson brought up one expense that he still must to submit for reimbursement for several years of web hosting services, perhaps \$500.

Bob ticked off some these expenses mentioned and how they'd reduce the treasury. He suggested we'd be better served buying some quality tools to help many members.

Chuck Ray brought up the cost of the annual dinner, which is normally run as a breakeven event, but perhaps we could make improvements.

At that moment Pete Sandhu joined the meeting. John brought up the chapter's offer to pay for soundproofing. Pete apologized for delays. He's picked out photos of the Livermore Airport that are being printed onto canvas suitable for sound absorbing acoustic material. GIK panels were recommended. <http://www.gikacoustics.com>

John Youngblood's Home Owners Association is making prints on sound panels. Trystyn Clark offered some of his photos. Pete is creating photos from the crowded airport during the Super Bowl He invited recommendations by email to [pete@5riversaviation.com](mailto:pete@5riversaviation.com)

Mark offered EAA663 members conduct the research on the sound adsorption technology, printing, etc. to relieve him and Pete graciously accepted the offer.

Returning to the dues discussion, John Youngblood inquired about the ability to subsidize Young Eagles flights within both FAA and EAA rules. Someone noted Phillips 66 is able to provide sponsorship for Young Eagles.

Mark suggested we could provide pre-paid fuel cards to Young Eagle pilots separate from a specific flight. Several

opinions quickly flew with many proposals, but all concerned the central theme of enabling the all Chapter members to help share the burden of supporting Young Eagle pilots. There are over 1,000 EAA Chapters and the 2 millionth Young Eagle was recently flown, so this must have been solved by some chapters.

John requested we get back to the motion. Ralph offered to table the motion on reducing dues. Trina seconded the motion to table. By voice vote the majority of members present agreed to table the discussion of reducing dues until the September meeting.

Young Eagles – Trina and Dave reported 49 Young Eagles were flown July 8th month and have 77 lined up for the August 19<sup>th</sup> event at Tracy and due to the eclipse many frequent Young Eagles pilots will be out of town. Young Eagles are coming from both TCY and LVK areas. Events start at 9:00AM. We can always use more pilots.

John was concerned about safety with so many kids, so many flights per pilot, and the busy airspace on Saturdays at LVK. John requests we screen for repeat flyers, several of who are abusing the generosity of the pilots and crew showing up at multiple events and expecting a free flight. Pete referred to a list that showed only 1 Young Eagle on the August list lives east of the Altamont. A suggestion was made to use LVK instead of TCY.

Dave brought up quite a few observations. Flights from TCY will all have a fixed route departing to the north, toward the delta avoid the jump zone, and then along the I-5 freeway south, then back over midfield. They've done 60 Young Eagles this way and it went well before.

The drawback to past large events at LVK has been the crowded airspace on Saturday mornings. Dave spent as much as 10-15 minutes on the ground waiting for a departure slot on a day with 105-degree temps and CHTs headed to 400 before getting off the ground.

Chuck asked about the ability to get LVK to dedicate the left runway to our event for a period. Several members identified problems that prevent that such as the close traffic for touch and goes, training, and recurring Young Eagle events become more popular due to STEM and educational opportunities. There's also the challenge of tower trainees on days we have Young Eagles volume. Dave raised the potential to launch in sequence, but not fly in formation, as that's not permitted.

Pilots and ground volunteers are reminded to sign up and complete the EAA Young Eagles adult volunteer background check. Trina only has 2 pilots signed up.

Eagle Flights –John Youngblood signed up an Eagle, took him for a ride, walked him over to Attitude Aviation where he signed up for flight training, bought a back of books scheduled his ground school. Andy the new instructor at Attitude was very helpful. John has 2-3 more in the pipeline and 3-4 who are flying.

Tool Report - Bob Farnham is out. John Goldsmith filled in. The \$100 for the iPhone bore scope adapter was a problem because it doesn't have a USB. So, they've decided to buy an inexpensive Android tablet that has a USB that will power the device. The tablet and bore scope will be packaged together for members to us.

Website – Brad Olson had nothing to report.

Newsletter - Trystyn Clark is running out of stories. He's looking for more videos, as those are very popular, too. If you don't have a fact-based story, make one up.

Elections – Two board members, President John Goldsmith and Vice President Chuck Ray, will not be continuing. Mark Palajac, Treasurer and Kirk Knight, Secretary, will be willing to serve again in their roles. So we'll be asking members

to step forward. John says the president's job is pretty easy: prepare for monthly meeting, gather some notes, and participate in running the monthly board meeting. The vice president helps select and find speakers for our monthly meetings.

**Next Board Meeting** Next Board meeting that would be Thursday August 17 at John Goldsmith's house; next Chapter Meeting is Thursday, September 7.

Chapter Member Chris Davenport was awarded a Gold Lindy for Rotorcraft at AirVenture! N271CD, a Safari, can be seen flying out of Tracy. He trailered it to Oshkosh, after having crammed in the necessary hours around Tracy to clear his restrictions. Congratulations to Chris on this outstanding achievement.

John showed a Scout dual band ADSB-in that connects to your tablet and ForeFlight for \$199. It's very compact and worth a look.

Lots of reminders about events are in the Mailbag – check your email.

**BBQs** – John noted the July BBQ was delightful, plenty of good food and conversation. Coming events are August 12, September 30, all Saturdays. Location is Hangar 114 at the NE corner of LVK. Beverages cold at 4:00PM, coals at 5:00PM. Bring your entre to barbecue, and a side dish to share. Beverages, plates and flatware are provided.

Conversation is free, spouses are welcome and surprisingly the conversation often includes subjects other than flying.

Livermore Open House and Airshow will be Saturday, October 7<sup>th</sup>. Ralph and Pete are discussing some of the changes



to make it easier for Chapter members to position their planes the night before, as well as to benefit from proximity to other flying attractions.

Annual Dinner 2018 will be Saturday January 27, 2018 in Livermore. Speaker will be Dr. Alan Brown, project manager for HaveBlue that became the F-117, the first stealth fighter-bomber. Alan might even say a few words about building Spitfires as a young man.

Ralph LVK commission: There is a new manager who has been given an offer. They had 50 candidates, many with extensive experience. An outside panel made recommendations for top 10, they interviews top 10 and then selected a few for further interviews. Darryl Ray hopes the new manager is friend to builders. LVK is the third largest airport in the US for experimental aircraft. Darren Greenwood, Director of Public Works, was leader of the project.

Renee Robinson mentioned Booneville airport day August 12th, Capital Airshow September 9<sup>th</sup>-10<sup>th</sup>, and Willits fly-in September 23<sup>rd</sup>.

Trystyn noted that Craig Catto, our guest speaker last month, was the recipient of the 2017 Raspert Award at AirVenture. The annual award recognizes individuals who have made outstanding contributions to the advancement of light aircraft design. Craig's work on propellers spans decades and includes some groundbreaking designs. We've been honored to have him present locally to Chapter 663 several times and at least once offer tours of his facility.

BREAK at 8:04

RESUME 8:15 Chuck Ray introduced guest speaker and chapter member Barry Weber to provide his annual slide talk on the 2017 EAA AirVenture in Oshkosh. Even if you attended AirVenture this year, Barry helps find many things you

didn't see.

MEETING ADJOURNED at 9:32 PM. By John Goldsmith.

Minutes politely submitted by 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: [Trystyn1271@gmail.com](mailto:Trystyn1271@gmail.com)

Cool videos found on the internet.

<https://www.youtube.com/watch?v=IJgyl-Fu4Y&list=LLGOaGQB1Q2U0HxvXMvJH8qA&index=1>

Worth Watching!

<https://www.youtube.com/watch?v=H1Vgb1YfBVI>

<https://www.youtube.com/watch?v=mFwPIP4CZ6o>

[https://www.youtube.com/watch?v=53Rs4V\\_tyU8](https://www.youtube.com/watch?v=53Rs4V_tyU8)