



# THE GRAPEVINE



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

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## Meeting And Program

**NOTICE:** Our July meeting will take place at 7:30 P.M. on the 5th of July. The meeting will be at the FBO (Five Rivers Aviation) on the grounds at KLVK.

Month	Date	Speaker	Topic
May	4th	Abdi Anvari	Aircraft Engines, New Shop at LVK
June	1st	Herb Patton	VOR, GPS Tips and Tricks!
July	5th	Craig Catto	Propeller's and more!

**For our July Program:** Catto Propellers is owned and operated by Craig Catto. Craig has been designing propellers since 1974, gathering and collecting research to serve you better. He has always had a yearning for flying and aviation. When he was 14, he decided to power a hang glider; this was the start of Catto Propellers. He designed various ultralight aircraft but eventually settling on the design and manufacturing of aircraft propellers. With a competitive mindset, he is continually refining the design for higher performance. With a broad range of experience in propeller design, Craig is highly knowledgeable and respected in the field. He is passionate about designing and building this art form.

## The Chuck Wagon!

Thank You Jeffrey Larson!!

When I was a kid my dad got a job as ranch manager and trainer for the owner of the GM dealership in the bustling town of Payette ID. Town had about 2000 people just across the Snake River from Ontario OR. For some reason this small town approx. 50-60 miles from Boise was home to not only the GM dealership but also Manser Ford and Hannigan Chevrolet. Both of those were still there a couple of years ago when I visited my sister, but the GM dealer has been long gone some 30 years ago. Went to school and played basketball with the boys from those families. Payette was also the home to baseball hall of fame Harmon Killebrew whom at one point was 4<sup>th</sup> on all-time home run list. Played ball with two of his nephews from 2-8th grade.

Ranch was 80 acres on the highway about 12 miles outside of Payette. The irrigation canal ran through it with the tiny house sitting next to it on a 20 acre parcel and an old wooden bridge led to the bottom 60 acre parcel which was all flat. The upper portion was hilly and bordered the 2 lane highway, with BLM foothills on the other side of the highway. Killebrew Drive was the lower boundary for the bottom parcel. Just to the right of that was a neighbor Shorty Horn who was a 7 time Western States champion bareback bronc rider and his 40 acre parcel. He had a son my age and a daughter that was 4 years older. He had built a brand new arena there and opened a Western Store on his property. Rode my first bulls in that arena. One of his prize possessions was a vintage Chuck Wagon he had acquired and parked in front of the Western Store as advertisement.

Shorty and my dad became good friends and we spent a lot of time there. One day they went to the local horse sale and Shorty spotted this pretty pair of painted ponies that were nearly identical. He exclaimed that they would look right fancy pulling his Chuck Wagon through the streets for the Caldwell Night Rodeo Parade. That Rodeo was and still is one of the biggest Rodeo stops on the pro circuit. Bought the pair for \$200. He and Dad flipped a lot of horses in those days, picking them up cheap, getting a lot of wet saddle blankets on them from all us kids riding them and then take them back to the sale with my little brother riding them in the sale ring and get a grand or two each. Horses were pretty cheap in those days.

Shorty spent months teaching the ponies the harness and dragging a sled the arena, gradually increasing the size/weight of the sled until they were an accomplished team. A week before the big Rodeo, he invited us over to watch them pull the Chuck Wagon for the first time in the safe confines of his new arena. Hitched them up, pulled the sled around, circled the barrels, stopped and backed them up. They had come a long way from the \$200 wild pair he brought home from the sale months earlier. Unhooked the sled and hitched them to the Chuck Wagon which had been sitting in the arena while they practiced on the sled so they would get used to its presence, big white billowing canvas and all. Shorty proudly climbed aboard, waved proudly, picked up the reins and confidently clucked for them to move off. As soon as that old wagon moved it creaked and groaned and those ponies jumped into the air in unison and sold out. Straight towards the bucking chutes, panicked out of their minds, Shorty yelling and pulling on the reins to turn them, he managed to make a sweeping right turn just before the chutes and head back down the arena, still wide open throttle. Another sweeping right turn at the other end but not sharp enough to avoid the fence and they leaped/plowed through it wiping out 60-80 feet of pristine arena fence. They continued down the driveway towards Killebrew drive which was 90 degrees to the driveway with a massive barb wire fence on the other side. A 5 foot dry irrigation ditch separated the property from the road and as the ponies approached, they leaped it cleanly just as Shorty bailed from the seat. That vintage Chuck Wagon hit the far side of the bank and literally exploded. It came down in a pile of raining kindling as the canvas collapsed over it. The ponies skidded into a left turn across the road, narrowly missing the fence and ran a few hundred yards down the road till they ran out of wind.

We picked Shorty up, dusted him off and ran down the road and got the pony team. His son drove them back walking behind him. My dad was roaring laughing the whole time. We all went over and inspected the pile of kindling, none much bigger than a foot other than the canopy bows. It looked like a bomb had gone off inside

it. Needless to say, Shorty didn't make the parade. He took those ponies back to the sale thinking that pulling the sled around would inspire someone pay big bucks for them. The story about the Chuck Wagon had gotten out and he only got \$375 for the pair.

We've laughed about this for years. Had we had a smartphone or video back then he would still be a youtube sensation. His son still runs a bull riding school on the property. Shorty passed away several years ago into his 80's.

#### JUNE 2017 MINUTES: GENERAL MEETING EAA CHAPTER 663, 6/1/2017, 7:32 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.

Attendance was about half of normal as tonight was also game one in the NBA Finals between the Warriors and Cleveland Cavaliers being played in nearby Oakland. The Warriors won, as expected, 113 to 91.

Guests included Andy McSunis, a friend of Bob Farnam. Andy is a private pilot who rents from Attitude Aviation who waited many years before starting to fly. He has built a plan to complete his CFI by 2020. He's interesting in EAA so he can help Young Eagles as well as mentor adult pilots. He has an Advanced Ground Instructor certificate and is teaching ground school at Attitude. Andy very enthusiastically wants to help anywhere his skills would be useful to "prime the pump to get more pilots out in the world," as he remarked.

Nick Galea, past member of 663 and currently a member of EAA 1300 in Henderson, Nevada. He splits his time between Livermore and Las Vegas. He has a hangar on the south side of LVK home for a yellow plane with the wings off.

Herb Patten, our guest speaker, was our other guest. He's out of San Carlos but more on him later. May Minutes had a typo as "Davey" for our highly respected Young Eagle co-leader Dave Anderson. It's probably been a few years since anyone called him that. Minutes were approved, with that correction, as published in "The Grapevine" Newsletter.

Treasurer Mark Palajac reported now have a big jump to 83 members and \$7,016.50 in the bank. This is after paying for the new borescope.

Eagle Flights –John Youngblood has more prospective members thanks to parents for Young Eagle events. Thanks to Trystyn Clark, Tom Irion and that the Chapter has five more mentees (a person who is advised, trained, or counseled by a mentor). This increase means we also need more pilot mentors. John just signed up guest Andy, before the meeting. As a pilot mentor, you give a first flight as well as guidance and encouragement along the process of achieving a license along with the ups and downs.

Young Eagles – Trina and Dave made a grand entrance with cookies. We flew 33 kids last month and had another 30 lined up for the June 10th event. She thanked John, Bob, Pete, and Dave for flying 33 kids – that's a lot of flights in our fleet of 2 seaters. We can always use more pilots. Pilots and ground volunteers are reminded to sign up and complete the EAA Young Eagles adult volunteer background check.

Young Eagles dates: June 10 LVK, July 8 LVK (possibly Byron), August 19 LVK and September 9 in Turlock. Volunteers should contact Trina and Davy by phone at 209-609-2162.



Tool Report – Bob Farnam reported on the new borescope as seen in the AOPA magazine. This one has higher resolution and most impressively, an articulated camera and LED light that tilts nearly 180° to see the cylinder walls and valves. There was much oohing and ahing as the camera and built-in LED rotated. Bob had some impressive photos. The base cost is about \$200. It does require a separate USB display and only works with Android phones. A special USB cable cost \$100 that integrates with an iPad is on order. The app is called Camera5, but more on that with the bore scope. It's not waterproof so keep it away from oil, fuel, water and other fluids. Another note is there will no longer be a \$100 deposit required for borrowing tools. Just kindly remember to log the device in and out so we can get it to the member promptly.

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. The local Independent had a story about the Five Rivers Aviation scholarship.

Next Board Meeting next Board meeting that would be Thursday, June 15 at John Goldsmith's house will be canceled, as John can't make it; next Chapter Meeting is Thursday, July 6. Lots of reminders about events are in the Mailbag – check your email.

**Important note to all pilots is significant construction at Tracy airport is scheduled through July. Most important is that the self-serve fuel will be INOP.**

BBQs are coming up June 10, July 1, August 12, September 30, all Saturdays. The location is Hangar 114 at the NE corner of LVK. Beverages are cold at 4:00 PM, coals at 5:00 PM. Bring your entry to barbecue, and a side dish to share. Drinks, plates, and flatware are provided. Conversation is free, spouses are welcome, and surprisingly the conversation often includes subjects other than flying.

Annual Dinner 2018 will be Saturday, January 27, 2018, in Livermore. Suggestions for guest speakers are invited.

LVK Airport Commission update – Ralph Cloud had information about next meeting June 12 at noon. Rumor is they have completed the hangar inspections but have not sent out reports. A search for new airport manager is in the process as Leander is retiring. "Airplane on a stick" discussion at City Council meeting has alerted the Mayor to look into alternatives to benefit the STEM programs. This is named Stanley Memorial Park.

Ray McCrea endorsed the gate key operation remote access at the cost of \$75. He does caution that you should still avoid hitting the curbs, gates, and fences to avoid problems.

Brad Olson is the Chairman of the Homebuilder Headquarters at AirVenture. He is enticing members with FREE AirVenture passes if you volunteer! That sounds like too much fun to turn down.

BREAK at 8:00

RESUME 8:14 Chuck Ray introduced guest speaker Herb Patten.

Herb is a FAA certificated advanced and instrument ground instructor who teaches private pilot ground school at San Carlos Flight Center. He holds a private pilot certificate with an instrument rating, has over 800 hours and flown into 111 different California airports. He is a co-founder of the Bay Area Student and New Pilot Support Group, and a board member of the Upwind Foundation, famous for its Upwind Summer Scholarship Program. In 2015, Herb was named a Master Instructor by the National Association of Flight Instructors

He spoke about the history of VOR navigation up to and including the planned gradual replacement and retirement of VOR. He also included a refresher on navigating VOR radials and bearings. Even though most of us have an inexpensive GPS these days, we still use Airways and have VOR as a Plan B for many navigation and instrument procedures.

Herb was both thorough and engaging and packed a lot of learning into his hour. Thanks for the refresher.

MEETING ADJOURNED at 9:15 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=43OXzp40Y\\_A&feature=youtu.be](https://www.youtube.com/watch?v=43OXzp40Y_A&feature=youtu.be)

<https://www.youtube-nocookie.com/embed/xU7FdD1SpHc?rel=0>

<https://www.youtube.com/watch?v=Il2zGYRS4Jw>

<https://www.youtube.com/watch?v=zgQRkd1kQpQ>