



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 7:00 P.M. on the 5th of October. The meeting will be at the FBO (Five Rivers Aviation) on the grounds at KLVK.

Month	Date	Speaker	Topic
August	3rd	Barry Weber	Oshkosh 2017!
September	7th	Beth Duff	Cirrus Aircraft
October	5th	Leanne Anderson	99's Womens Flyers

For our October Program: Leanne Anderson will be talking about the 99's, it is an all women's flying group.

Do you want to become the next EAA 633 Newsletter Editor? Please contact me!

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Big Thanks to Bruce!

How it is to rebuild a Spitfire MKIX

<https://www.greatbigstory.com/stories/korean-baseball-101-going-beyond-the-bat-flips?playall=1305>



SEPTEMBER 2017 MINUTES: GENERAL MEETING EAA CHAPTER 663, 9/7/2017, 7:34 PM FIVE RIVERS AVIATION MEETING ROOM, KLVK.

The September meeting was gaveled to order by Chapter Vice President Chuck Ray, also in attendance was Secretary Kirk Knight. President John Goldsmith was scheduled to fly back from Bellingham, Washington in his RV-7A, but was delayed by thunderstorms and grounded in Salem, Oregon. Treasurer Mark Palajac was unable to attend. No guests admitted to being in attendance.

We had 16 in attendance by meeting time. Trystyn Clark had arranged for a 6:30 start, an hour earlier than usual, to explore a new Cirrus SR22T with the latest in everything. It was one of those rare situations where a certificated airplane had avionics features that met or exceeded what we commonly find in experimental aircraft.

The Cirrus Perspective avionics creates the sense that you're sitting in an elaborate desktop flight simulator rather than an aircraft. The aircraft also had several features that would catch the eye of any homebuilder seeking a fit and finish worthy of a Lindy award. One that stood out was the method by which small LED nav lights were literally embedded within the curved wingtips.

Trystyn Clark arranged the tour and has promised we would get to see a Vision SF50 jet very soon.

Minutes were approved as published in "The Grapevine" Newsletter.

Treasurer Mark Palajac sent a note that the Chapter now has 87 members and \$6,859.19 in the bank. Chapter Membership is \$30 for the year, make checks out to EAA663.

Eagles – John Youngblood reported we have 10 pilot mentors and a couple of Eagle mentees in process. A Mr. Jara (sp?) is just starting. Member Thom Irion is guiding Sanjay Sharma. A father-son team, the son is 18, are being guided by Dave Stiehr. They're making a lot more progress now that they have a process for referring Eagles quickly. There will be an Eagle banner next to the Young Eagles space at the EAA table for Livermore Airport Open House. It's a lot of fun working with adults too.

Young Eagles – Trystyn Clark filled in for Dave and Trina Anderson to report on the August 12 event at Tracy. At least 58 Young Eagles had flown by the time we wrapped up, a big turnout with 8 pilots participating as well as ground support. Planes included an RV-10, RV-9A, RV-7A, C185, C172, C152, and Piper Cherokee 235. Pilots included those with nearly 1,500 Young Eagles flown and a first Young Eagle who is now pursuing lessons.

The last Young Eagle event of the year will be **October 14 at Livermore**. Prospective Young Eagle Pilots and ground volunteers are reminded to sign up and complete the EAA Young Eagles adult volunteer background check.

After long deliberations the plan is to have families gather at the Old Terminal on the grass. This will enable kids and parents to see planes taking off and the runway activity. This worked well at Tracy as parents and younger sibling hangers-on weren't hanging around the hangars where aircraft were being moved, plus it was easy to see planes.

Joe Arluck commented that this group of parents quickly realized that flying could connect their child's

interest to learning of all kinds. Many were pursuing STEM education, but those with children with other interests noticed that seeing and experiencing the world they had never known before lit a spark.

Trystyn spoke to several parents who had a child flying some of the six Cirrus SR-20s at Jato Aviation in Livermore. He noted that you could rent an SR-20, designed for flight training, for the cost of a C172.

No Tool report, no Website 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.

Next Board Meeting will be Thursday, September 21 at John Goldsmith's house; next Chapter Meeting is Thursday, October 7.

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

BBQs – Final BBQ of the year will be September 30, Saturday. 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 to the surprise of some, the conversation often includes subjects other than flying.

Livermore Open House and Airshow will be Saturday, October 7th. Ralph and Pete Sandhu 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.

Ralph LVK commission: They have not cancelled coming meeting but agenda has not been posted. New Airport Manager, **David Decoteau**, was operations manger at Hayward, is a pilot, CFI, has a lot of experience in airport management and seems to be a good fit. **He will be our guest speaker in October.** He made a good impression with EAA members, but he has been non-committal on aluminum vs. glass. Perhaps there is a compromise we can explore.

Darryl Ray wants to end a rumor about the 2018 Livermore Open House. There will be a 2018 Open House but there will be no airshow component. The airshow consumes a lot of staff time, costs a lot of money and has other issues.

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

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. Ralph 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 and welcomes interest by those who have ideas. That doesn't mean you have to do it, you can delegate specific meetings to individuals who can use their contacts to fill a slot and make it an interesting meeting. Chuck said that coordination we pretty easy because out

members have lots of great contacts. Ralph noted they used to put names in a hat and people would pull an assignment.

It was noted that Chuck is pretty talented at scheduling. He invited Craig Catto of Catto Propellers to speak to the chapter in July, just days before he won an EAA Raspert Award at AirVenture for outstanding contribution to light aircraft design for his superb propellers.

Renee Robinson will be giving several ADSB presentations in the coming months. The first will be a short presentation at the Capital Airshow. The next will be a long presentation, probably in November, at Flying Particles at LVK.

There was more discussion about a new ADS-B in device introduced at AirVenture from uAvionix called Scout. It's a \$199 pocket-sized dual-band ADS-B receiver for inflight weather and traffic on ForeFlight.

<https://flywithscout.com> uAvionix is teasing an ADS-B out for \$999, but it's not ready yet. Nobody in attendance had used Scout but it was very appealing in our crowded airspace.

Chuck brought up the challenges of flying and suddenly noticing there is a Patriot L-39 near Discovery Bay, just past Funny Farm, as he returned from Lodi. Chuck admitted they weren't monitoring NORCAL at 2,500 feet under the clouds. Renee commented that the Patriots normally have FAA publish a NOTAM when the aerobatic box is open, so pilots will be notified by NORCAL via radio. Trystyn tried to clarify the situation and location of the box, roughly 5 miles from northeast corner of Discovery Bay. They have their own frequency.

Everyone noted that there is a lot more air activity in the region as the economy returns to pre-recession levels and more students are adding to the mix. John Youngblood suggesting asking the FAA weather briefer about NOTAMs. Renee added that if you plot a route and communicate that with the briefer you'd be given all the NOTAMs along the way. The Patriots' NOTAMs are shown on her Garmin system. The consensus seems to be that talking with NORCAL on 125.35(when close to Livermore and Byron) will alert you to NOTAMs such as the Patriots, which don't fall under a TFR.

Members began having more fun talking about flying and the meeting was adjourned so members could break up into small groups.

MEETING ADJOURNED at 8:01 PM. By Chuck Ray.

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

Cool videos found on the internet.

<https://www.youtube.com/watch?v=nf6vN67M-74>

<https://www.youtube.com/watch?v=ncUdqT8AxY0>

<https://www.youtube.com/watch?v=163CziUw4nY>

