

The Cleco

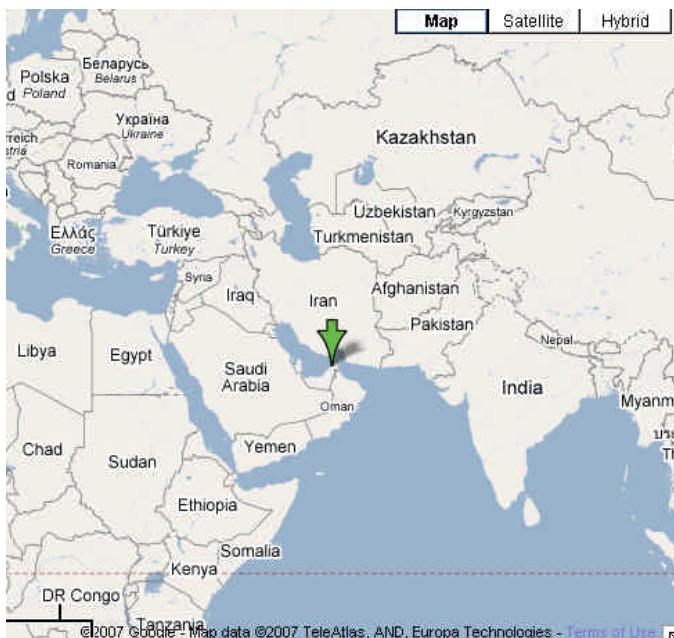
Experimental Aircraft Association Chapter 393

Speaker June 27

Ron Robinson presents:

DUBAI and the Eastern Half of the Persian Gulf

Come see and learn what most Americans don't know about the Middle East. Bring your wife or significant other for what should be an interesting evening.



Upcoming Topics

Dates and topics may will change!

July 21: Chapter Picnic, 11AM, near Budget

Aug 22/TBD: John LaNue

Building the Vickers Vimy

Sep 26/TBD: Scot Stambaugh

Aircraft Wiring Basics/Tools

Oct 24/TBD: Speaker needed – who?

The Care and Feeding of Warbirds?

Presidential perspective:

B-17 Event & Airport Issues

As you know, the B-17 event was a huge success (except that we still haven't seen any money from EAA headquarters yet). There was, however, an incident in which a 393 member crossed into an area of the airport where he was not authorized to be. This incident, officially a runway incursion, resulted in the FAA opening an investigation into the incident. I was requested, through a letter sent to Mike Bruno of Sterling Aviation, our host for this event, to send a letter explaining our involvement in the incident. It further stated that unless chapter 393 provided a satisfactory explanation of our part in the incident, along with assurances that specific steps were being taken to prevent such an incident in the future, both Sterling and 393 would be prohibited from hosting any future events on the airport. This letter came from Keith Freitas, the airport manager.

I put together, with a great deal of help from the board members and the member involved, a letter in response. This letter was delivered to Mike Bruno of Sterling and he passed it along to the airport manager's office. To date I have had no further response from either the FAA or the airport manager.

In the letter I assured them that I would change our procedures to include better volunteer briefings, a training talk from the FAA at a future meeting for the members, more volunteers with better identification, better crowd control and finally better communication with the airport manager's office. Some of these things had a direct impact on the incident and some are just

better procedures to avoid relying on luck to prevent problems.

I'll let you know if and when anything develops further regarding this incident that might affect the chapter. [Wed., Jun 20, Keith Freitas informed us the FAA intends no further action. – Ed.]

It's Golden West Time Again

In less than 2 weeks the annual Golden West EAA Regional Fly-In will take place. This is our very own event put on by a group of people representing over 26 chapters. This 3-day event takes place on the grounds of the Marysville/Yuba County Airport on June 29 & 30 and July 1 this year.

This year I have rejoined the organization and most of my free time has been devoted to making this the best show ever. This event has been taking place since 1998 and this is the 9th event put on by a small group of very dedicated volunteers. That's right, nobody in this organization is paid a ¢. Most of us do it for the love of aviation and wanting to create a place on the West coast where pilots and aviation buffs can get together for a few days each year and celebrate all things aviation. To this end we have created an event that includes an air show, aircraft of every kind, forums, good food, a place to camp, transportation to local motels, manufacturers of kit planes, aviation merchandise and most important of all, lots of like minded people sharing their favorite hobby with each other and the non-aviation public. For the last few years I have taken my tent and spent 3 days wandering around the 1000 or so airplanes that show up and volunteering my time to help make it happen. I'm not sure which I've enjoyed more. I usually man an entry gate and check for admission bands or help park cars. There are over 70 different chairmen running the same number of units, each doing some task vital to the successful completion of the Fly-In.

Mostly what I enjoy is interacting with the people who attend. I find it impossible to

express how energizing it is to be able to help people enjoy themselves by answering simple questions or discussing a multitude of aviation topics. I help educate newcomers as well as learn many new and amazing things every year I work there. I can't emphasize enough that most of what I get out of this event comes about when I sit somewhere and interact with people just walking by. I've been both an attendee and a volunteer and I always get much more out of the event when I work there.

I say this, not just because we need volunteers, and we do, but to try and explain what immersion in our favorite hobby can do to reinvigorate the urge to aviate. Anyway, if I have interested you, please go to: www.goldenwestflyin.org and see what we are about in detail. I hope to see you there.

GOLDEN WEST EAA REGIONAL FLY-IN "FEED YOUR NEED FOR SPEED" Marysville, CA - JUNE 29, 30 & JULY 1

EAA MEMBERS ONLY DRAWINGS

Come to Golden West Merchandise/EAA Membership Tent and sign up for great prizes:

- Concorde Battery;
- \$100 EAA Gift Certificate to Aeronautica Catalog;
- \$25 Aircraft Spruce Gift Certificate;
- Scheyden Flip-Up Sunglasses in Rosewood Case;
- Sporty's Communications DVD's;
- EAA Sport Aviation on CD-Rom autographed by Paul Poberezny;
- Golden West Merchandise;
- \$25 Wicks Gift Certificate and more

You need not be present to win, but you must be a current EAA member.

MEMBERSHIP HAS ITS PRIVILEGES!

Visit <http://www.GoldenWestFlyIn.org> for details and the NOTAM



[Eye candy from Guy Jones, at the air show in Carson City.]

Ellen Powell Passes Away

To the members of Chapter 393,

A longtime Chapter 393 member and airport citizen, Ellen Powell, passed away on Friday, June 15th. She had been in declining health and suffered from cardiac problems. She died quite peacefully and painlessly on Friday. She was preceded in death by Lyle Powell in 2000, a well known and respected EAAer for years.

Lyle and Ellen Powell were very active in the chapter in the 80's and 90's, having built a Vari-Eze, a Glasair 1, and ultimately a Glasair III. They spent 35 years in aviation, flying Comanches, a Cessna 320, a Baron and then the homebuilts that really allowed the full expression of Lyle's creativity. He couldn't have accomplished what he did without Ellen's help and support.

There will be no formal services, but a celebration of her life will occur in July. I will forward the time and place once it is finalized.

Thank you,
Rich Powell

Fly Outs Revitalized by Scott Achelis

Our June 30 destination is TBD. Send your ideas to EAA.393.flyouts@gmail.com

Young Eagle Events by Dick Sperling

Congratulations to EAA Chapter 393!

Saturday (June 9, 2007) the weather was perfect for a Young Eagles Rally and we had a very successful one indeed!

Twenty nine (29) young people were given their first airplane ride through the efforts of our chapter volunteers. Additionally, ten (10) of those taking rides were Boy Scouts from Troop 241 and Troop 221. All ten qualified for the coveted Aviation Merit Badge. One additional scout from Troop 221 went for a ride on May 5th and has now completed his Merit Badge. Hot Pizza was delivered at noon by Life Scout Crosby Sperling, a former Young

Eagle! This was a major accomplishment for our chapter!

My sincere thanks to the 4 pilots (Bob Belshe, Tony Tiritilli, Pat Peters and Harvard Holmes) and 10 ground volunteers that helped make this event happen!

Our next Young Eagles Rally will be held on Saturday, August 25 at the same time and location. Please mark your calendars now!

Thanks again for all your hard work and dedication to the Young Eagles Program.

Best Wishes, Dick Sperling
EAA Ch. 393 Young Eagles Coordinator

A letter of thanks from a YE (May 5):



Dear Mr. Belshe ,
Thanks for being my pilot
and letting me fly in your
Lancair. It was a lot of fun
and hope to be able to fly
again some time.

Thanks for everything!
Will Holland.

Thank You !



New Membership Activities by Bill McCoy

As always, I suggest to all of our members to use the old, tried and true, "Arm's Length Method." If a person gets to within an arm's length of you, lay your hand on his shoulder or shake his hand and tell them about EAA 393, and what a great time and adventure they can have by coming as your guest to our next meeting.

Robert Predmore, the owner of MTZ Auto Repair and MTZ Motorsports, is a dedicated local business owner and values the service he gives to his customers with a passion that is hard to find these days. Although his auto service customers come first, he has a talent and love for building and running racecars that is contagious. His Super Modified car #27 has not placed less than number 7 in annual standings for the past 5 years and last year it was number 2 in State in its class. With the new chassis, No. 1 in State is lurking near. [Late news: On its inaugural run, the new car placed 5th in its first race ever. More next time...]

Because of 393's work with Young Eagles and the fact that our members also build very fast and sophisticated machines, Robert has given 393 a very visible spot on the race car, as well as making it available to our group for display at selected events. His driver Brad Coelho has designed and built more than two dozen racing car frames over the past 20 years and is interested in meeting our members and comparing notes on designing/building techniques. A future member, if I ever saw one.

If you are on Howe Rd in Martinez, stop by MTZ and say hello to Robert, to let him know we appreciate his generosity and involvement, as well as the discount he gives our members. Note the discount on the Lifetime Oil Change shown below (next column).

MTZ Auto Repair

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EAA 393 General Meeting

May 23, 2007

Ken McKenzie welcomed new members and asked for announcements.

Ken noted that we had a great event with the B-17 trip here and we even expected to get some income from the event.

Harvard Holmes announced that the fly out would be to Columbia to a showing of light sport aircraft with a BBQ by the dealer.

Dick Sperling reminded members of the up coming Young Eagles event on June 9th, noting that he already had 18 people signed up.

Ken noted in reading the by-laws, that we had not kept them up to date. At present, any expense over \$100 needs to be approved by the members, so Ken asked for approval to reimburse the B-17 riders to Truckee for their ride home (~\$240). A motion was proposed, seconded and approved to do so.

Ken also requested that the spending limit for the Board of Directors without member approval be increased from \$100 to \$250. A motion was made, seconded, and carried to do so.

Introductions

Ken McKenzie is still "about to start" riveting on his Glastar.

Carl-Eric Olsen is still restoring his Danish 1947 Kramme & Zeuthen (K-Z) VII.

Peter Degl'Innocenti continues to work on his P-40 (3/4 scale). He's currently working on the landing gear retract system with help from Doug Knight.

Harvard Holmes is working on a Lancair IV-P, and will be flying in the Hayward Air Rally in a couple of weeks.

Pat Peters is working on a panel for his RV-6A. He also got his lease signed with the County.

Bob Belshe has a two seat Lancair 235/320 and loves to fly to Half Moon Bay for lunch.

Fred Egli has a four seat Lancair IV and also loves to go to Half Moon Bay for lunch.

Don Baldwin is working on a Sonex for the LSA category. He has an 80 hp VW derived engine for it. Currently, he's working on the cowling.

Rob Hadley has been working on a Cozy Mark IV. He recently found another kit that was further along and bought it. He is looking for a partner.

Bill Reining is building an RV-10 with his son. They have the quick build wings and fuselage. His son, a student pilot, bought a Citabria.

Doug Knight has a Bearhawk, but has been too busy to make much progress in the last two years. He has been working on a Glasair I RG for Mike Welch. He is putting in a new panel, among other improvements.

Tony Tiritilli has a BD-4 with a partner.

Dick Rihn has a One Design with 208 hours on it, which doesn't sound like much until you realize that the average aerobatic flight lasts only half an hour. The One Design has

been very maintenance free compared to a Pitts. It stays rigged, unlike a Pitts which needs constant attention. The One Design is very fuel efficient, allowing 3 flights before refueling, on only 20 gallon tanks. These planes are very popular in Australia. The national championships went to a One Design with a 4 cylinder engine.

Dick Sperling was in Florida near Vero Beach, where the Velocity kit plane is made. He has a friend in Santa Ynez who invites us to come down there for a BBQ on one of our fly outs.

Jim Veatch has a Kitfox 7. He has mounted the engine and is working on the instrument panel. He has a Rotax 912S.

Charles Hester is looking for a project. He is interested in a high wing kit for photography.

Bill McCoy is our membership chairman. He is working to get more recognition for Chapter 393. One element of that was to get advertising donated on a "super modified" race car with the MTZ Motor Sports team. Motor Sports are the largest spectator sport in America. He's working to get the car displayed at some of our Young Eagle events. He's also working to arrange an EAA Chapter 393 "night" at the Antioch Speedway.

Presentation

Scot Stambaugh gave an introduction to the major options for small aircraft electrical power systems from Bob Nuckolls book, the AeroElectric Connection.

From the simplest one battery, one alternator configuration, all the way up to dual alternators and dual batteries, Scot covered the principles, advantages and disadvantages of each configuration.

Scot also reviewed some philosophical aspects of Bob Nuckolls approach. Basically, you should design so that any

failure should not be critical. That requires recognizing common failure points, and setting up alternatives. In the case of a failure in a power consumer, you should be able to have the fuse blow and then continue with an alternate device, or do without the device. For example, if a radio shorts, the fuse should blow and you switch to an alternate radio, perhaps a handheld. In any event, there's not much you can do to fix a blown radio in flight, and you should not be even trying -- it's too much distraction. In the event of a failure of the alternator, you should be able to easily shed loads (navigation lights, strobes, electric seat heaters, second com radios are all non-essential in this situation). Then you must take care that your battery has adequate capacity to sustain the "endurance" loads until you reach your destination.

EAA 393 Fly Out to Columbia

May 26, 2007

Our spies missed this trip, so there are no pictures. Rumor has it that Fred Egli, Bob Belshe, and Bob Rudolph were among the intrepid aviators who made it to Columbia and explored the world of LSA. Some of them were said to be quite impressive and someone from our chapter may have taken a ride.

EAA 393 Board Meeting

June 5, 2007

Attending: Ken McKenzie, Scot Stambaugh, Louis Goodell, Harvard Holmes, Guy Jones, Dick Sperling, Bill McCoy.

1. By-Law changes: Louis Goodell will send Harvard a new copy of the By-Laws to be put on the web. The change is to raise the Board approved spending limit to \$250 from \$100. Later, we also need to conform the By-Laws to our actual election cycles of two years, instead of one year, as specified in the current By-Laws.

2. B-17 wrap-up. We sold 43 rides, a surprising number for a mid-week stop. Ken will allow some more time, then check on the progress of the money coming to us.

3. It was noted that the Collings Foundation had brought its bombers to CCR, but had not contacted us, and had done it "on their own."

4. The Author selling books at the B-17 event donated \$120 to the Chapter.

5. Ken was requested to document aspects of the B-17 event where changes and improvements could be made.

6. Harvard was requested to set up a section on the Web for "current pictures." This would be a revolving gallery, where the pictures would be displayed for a month or so, then replaced with fresh ones.

7. Bill is working on ideas to get our organization more in the public "eye." With his connections to MTZ Motor Sports, he has already gotten a "donated" sponsorship (our name on the race car) and he would like to put an MTZ "ad" in the Cleco. [Added a business card with Bill's text -- HH.]

He also recommends that we make more "fuss" over new members, perhaps with a picture in the Cleco?

Bill is hoping to be able to get the MTZ Motor Sports car to exhibit at the next Young Eagles event and to have an "EAA" night at the racetrack some Saturday evening. [It was noted that EAA was protective of its logo -- check before you use it for anything.] He was also thinking of some event like a BBQ with the goal of bringing guests to introduce them to Chapter activities.

The Board moved, seconded, approved that Bill should pursue these plans -- for a race night, and for a "guest" BBQ or other event.

Bill asked if we were a 501 (c) 3? [No, but we are a non-profit.] And could we join a

local Chamber of Commerce? Bill will look into the costs to join the Pleasant Hill C of C.

Dick suggested that we could write an article in the Boy Scout publications to get more notice from that population.

Bill's friend (and member) Charles Hester has 2 hours of video of the B-17 -- perhaps useful for the Holiday Party.

8. Harvard will review the web site and add a link to the EAA national membership applications, along with our Chapter 393 application.

9. Ken will call Keith Freitas at the Airport Administration to remind him of our Young Eagles event.

10. Scot reviewed upcoming speakers. It looks like John LaNue will work well for our August meeting. They are coming out with a book and that will be good publicity. We need to invite other chapters know about this talk -- Livermore, Shelville, Napa, etc.

We need speakers for October and November.

11. Dick Sperling reviewed the upcoming YE event. He has reserved the Terminal building for Boy Scout training, and after the training they will come down to the YE event. Norm Brudigen is helping do the Boy Scout training.

He hopes the CC Times will run his public service announcement to draw additional youngsters.

Thanks to our Donors and Sponsors



Alpine Pastry & Cakes
2693 Clayton Road, Concord Ca. 94519
925 689 7220 or 676 5800
www.alpinepastry.com

Cody Moore's father and mother will help with registration as they have in the past.

There will be a briefing for pilots and ground crew at 8:45am.

There will be AT-6s flying from the same ramp, so we need to be extra careful in parking and escorting the kids to the planes.

Dick noted that there would be refreshments (pizza) for the pilots around lunch time.

12. Contents and deadlines for the Cleco were reviewed.

13. We did some picnic planning for July 21. Harvard will talk to Budget to get approval for the site and time. [Done.] Ken will chair other aspects of the picnic.

14. Louis Goodell's Treasurer's Report:
As of June 18:

Checking	\$1,329.28
Savings	\$2,640.15
Total	\$3,969.43

**The Experimental Aircraft Association
Chapter 393 of Concord, CA**
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Thanks to our Donors and Sponsors!



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Meeting Schedule (2007)

General (Wed.)	Fly Out (Sat.)	Board (Tue.)
Jun 27	Jun 30	Jul 3
Jun 29,30,Jul 1	Golden West Fly-in, Marysville	
Jul 21, Picnic	Jul 28	Aug 7
Jul 23-29,	AirVenture at Oshkosh	
Aug 22	Aug 25	Sep 4
Aug 25,	Young Eagles (Dick Sperling) & Fly Out	
Sep 26, Nominations	Sep 29	Oct 2
Oct 6,	Young Eagles (Dick Sperling)	
Oct 24, Elections	Oct 27	Nov 6
Nov 28	Dec 1	Dec 4
Dec 8, Holiday Party, MDPA	Dec 29	Jan 8
Jan 23, 2008	Jan 26	Feb 5
Feb 27	Mar 1	Mar 4

Our meetings are open to the public. Everyone should consider themselves invited. EAAers might make someone else happy by introducing them to our Chapter, getting them involved in projects, fly outs and just plain good old camaraderie.

Our normal meeting time is 7:30PM on the 4th Wednesday of the month (except July, November and December) at the old terminal building on John Glenn Drive just south of the tower.

Chapter 393 Fly-Outs are open to chapter members and their guests. Email EAA.393.flyouts@gmail.com (preferred) or meet at the Buchanan Field terminal building at 10am, and we'll try to match people and airplane seats to take as many as possible. If the weather is bad, the fly out will be postponed to the next Saturday, possibly with a change in destination.

EAA Chapter 393
P.O. Box 272725
Concord, CA 94527-2725



We are on the Web!
<http://www.eaa393.org>
Email: nle@eaa393.org