



Speaker November 28

This month's meeting will be devoted to extended introductions, as we have not had introductions for the last few meetings.

As an experiment, we are considering the possibility of showing photographs of projects during the introductions. We will have a computer and projector available at the meeting. To make this work, members will need to get digital pictures sent to us in advance of the meeting. The best size for projecting pictures is 1024 pixels wide by 768 pixels wide. Such pictures will generally be 0.1 to 0.3 MB in size. Most photo processing software can shrink them, or I can shrink them given time to do it. From 2 to 10 pictures seems appropriate to illustrate your present progress, in your editor's opinion. Send these pictures via email to Guy Jones at thatguy1936@SBCglobal.net or HarvardHolmes@comcast.net, via CDs or memory sticks, or I can even take pictures if you happen to find me out at the airport some day.

Upcoming Topics

Dates and topics may will change!

NOTE: Our V.P. is working on a springtime presentation by John LaNue on building the Vickers Vimy.

Dec 8: Holiday Party, MDPA, 6PM

**Holiday Party - Sign Up!
Do it NOW!**

Presidential perspective:

Has it been 2 years already?

It seems like it was just yesterday that I sat down to write my first president's column. However, by my calendar it's been almost 2 years. So what's happened in that time? Thanks to Scot we've had quite a few interesting speakers, along with a few hands-on hangar meetings that were well received. We hosted the B-17 and made some significant money for the chapter. I've received way more attention than I merit for some columns I have written on the state of the EAA. We've had 1 holiday party that I had very little to do with and 2 picnics that I've had quite a bit to do with.

Along the way we've managed to grow our membership some 20%, although I still haven't hit on the magic ingredient that will get more than 40% of you (the members) to show up for the monthly meetings.

We've successfully passed the leadership of the Young Eagles program from Pat Peters, who did an amazing job of getting the operation running as a well oiled machine, to Dick Sperling who has kept it operating at the level Pat raised it to. We have a popular fly-out operation managed by Scott Achelis. Bill McCoy, our membership coordinator, has managed to bring a new member or 2 to each meeting.

Thanks to Harvard and Louis we've managed to publish 21 Clecos (this month's makes an even 22), and keep the web page up to date with new material.

We've even managed to maintain a good relationship with the airport and FBOs, not always an easy thing, given my tendency to shoot from the hip every so often.

So, what's next? Well, since I'm no longer suffering from on the job training, I should set some goals for the next 2 years. But that will be the subject for next month's column. Tune in to see where I think the chapter might be headed.

Holiday Party Update

We still haven't heard from the great majority of you who I know will want to attend this year's party (Dec 8). So please, either send in your reservation sheet with a check or bring both to the November meeting. If you can't manage that, then just e-mail or call Louis with your intentions (check to follow at meeting or even the party) so we can at least get the planning under way and have the numbers for the caterer.

Help, we need help. I will have a sign-up sheet at the Nov. meeting so you can volunteer to help us put this shindig together. I'm looking for help on Friday, the day before the party to set up the decorations and help after the event (that evening) to clean up.

We have the centerpieces and desserts covered (thanks to Gabriela and Ernst) but are still looking for a few generous individuals to help us provide the wine. Any interested parties can contact me privately.

A note to our newer members: The holiday party is a great opportunity to get to know your fellow club members and I suggest that you take advantage of it. It is a casual affair so just come and get to know us. I found it to be a great way to get to know the members when I was new and I highly recommend it.

Evangeline Peters passes away

From Tracy Peters:

To all the members of EAA Chapter 393, it is with great sorrow that I inform you of the passing of my mother, Evangeline Peters on Sunday, November 11. We will miss her so much. Instead of flowers, Mom wanted donations sent to the Wyoming Children's

Society where both myself and my sister Trisha were adopted from. Mom really enjoyed helping out at the Young Eagles' signing up kids. She started teaching preschool when I was 3 (at my school) and did not stop until she was 78! My mom had third generation kids from the same family in her classes. Mom also helped coordinate the volunteer food service at Golden West at the Castle AFB, Sacramento and eventually Marysville location until she retired two years ago. She always made a profit on volunteer meals from donation and made the volunteers happy. She instilled in me the desire to follow my dreams, which eventually resulted in my ability to fly. God bless her.

Memorial Donation:

Wyoming Children's Society

Please make note on check that this is for
Evangeline Peters

314 East Street

Cheyenne, Wyoming 82001

(307) 632-7619 Contact: Cinde

Thank you all,
Tracy Peters

Fly Outs Revitalized by Scott Achelis

Fly-outs are usually scheduled on the Saturday following our regular monthly meeting. If the weather's not conducive for flying, the event is often postponed to the following Saturday. Watch for information regarding the Fly-outs that is sent via email from EAA.393.Flyouts@Gmail.com; and be sure to contact that web address and give us your email if you haven't been receiving Fly-out information.

November's Fly Out is scheduled for December 1. We will be flying to Salinas Airport (SNS) and eating at "The Landing Zone" restaurant (831-758-9663). Bill McCoy has arranged for two SNS based pilots to join us for lunch. Jim Cheatham of Verticare (helicopters) and Gary Tuovinen, a CFII / MEL etc. Both pilots have great stories and tons of experience they're willing

to share with us. In addition, Bill's hoping we can connect with Aubrey King, and view some of his restored planes including a polished WWII trainer.

Be sure to watch for airport information, departure times etc. that will be emailed several days prior to the Fly-out; as well as a last minute update that will be sent the day of departure.

Young Eagle Events by Dick Sperling

WOW! EAA Ch. 393 Final 2007 Young Eagles Rally a Super Success!

Once again the big weatherman in the sky blessed us with a perfect day and we gave eleven (11) Young Eagle, Sea Cadets a quality "first flight" experience. This successful effort can be attributed to a wonderful group of volunteers! Pilots on Saturday, November 3rd were Tony Tiritilli, Bill Reining, Richard Roberts, Phil Jenkins and Harvard Holmes! Thank you for sharing your aircraft and flight knowledge with these young people. Thanks to the ground crew dedication of Richard Bourgeois, Pete Mitchell, Guy Jones, Charles Hester, Bill McCoy, and Marilyn Sperling! What a great group of volunteers dedicated to keeping our operation safe and orderly.

This is our last Young Eagle Rally for 2007 and I must add, a very successful one; our total for the entire year is 141 Young Eagles. You all can be very proud of our efforts. I am humbled by once again being chosen to lead a really successful aviation program, EAA Ch 393 Young Eagles! For this I am very grateful. Thank you very much for your support.

Marilyn, Crosby and I want to wish all of you the happiest of holidays!

All the best,
Rich Sperling
Young Eagles Coordinator
EAA Ch 393
& Master Army Aviator, etc, etc, etc!

More pictures at
<http://www.eaa393.org/Photos/200711YE/index.htm>



New Membership Activities by Bill McCoy

Dear members,

It has been a very low point in my life for the last 6 weeks. Our family has had two deaths, back to back. We lost a 40-year-old nephew in Phoenix, and my sister, that I have been the caregiver for the past 7 years.

She worked for me for 14 years before I closed the company. She was so good at managing for me. Things were going pretty well, until I took the company public. I'm sure we have all heard the descriptive term of "Hell On Earth". That is the only term I can use to describe the gaggle of attorneys that swooped down on the newly OTC listed company. Some with their hands out and the others with their sledge hammers out. A very long story, but it was not a pretty sight. She did a heck of a job.

I am very happy to be back and among friends and familiar surroundings.

While on the 3400-mile odyssey, I tried to meet with some of the other EAA chapters, but timing was not on my side.

I did however meet with the president of Chapter 675 in Kingman, AZ and spent several hours at their "hanger", and spent the morning visiting with John Pool, the President of the chapter, talking membership needs, as he was putting the final touches to his Zodiac 601. He has taxied several times and plans his first flight in early December.

I was planning to visit EAA Chapter 1000 at Edwards AFB, after leaving Kingman, AZ, but the President of the chapter, Gary Aldrich, was involved with the Space Shuttle Program, as it affects Edwards, and could not take the time to meet. He did invite 393 to visit Chapter 1000 in the near future and he is looking forward to giving us a guided tour of some interesting places on the facilities.

I believe Edwards is also the hangout of Burt Rutan. That would make an awesome fly-out. The logistics may be stretching the envelope, but what an adventure that would be.

As the old story about the guy who was supposed to drain the swamp, but had his problems with the alligators, I need to get back to putting some events/programs together to increase our membership.

Bill McCoy

2008 Calendars by Ray Nilson

I sold 10 2008 EAA calendars at the October meeting, which leaves only 14 in stock.

They will be available for purchase at \$10.00 each at the November 28 meeting, and if there are any left, I will have them at the Christmas Dinner.

The pictures this year are quite different from the usual airplane shots. I think that Jim Koepnick has a new digital camera and has been able to enhance the colors to make some great pictures using back lighting and great evening lighting.

The large format makes it easy to keep appointment and other records and at the end of the year mine fits nicely in my income tax file. --- Ray Nilson

EAA 393 General Meeting

October 24, 2007

President Ken McKenzie opened the meeting with a welcome for members and guests.

Announcements:

Our Fly Out to Little River is postponed, as Scott's mother is gravely ill. [Fly Out was eventually cancelled – Ed.]

Dick Sperling reviewed our Young Eagles calendar.

Bill Reining reported that there is a Safety Seminar on October 29 at the Holiday Inn.

The Membership was asked to approve an increased subsidy for the Holiday Party of about \$500. This was approved and allowed the price to be \$30 per person for the party.

Election of Officers

The slate of candidates was presented and additional nominations were solicited – none were presented. With only one candidate for each position, the slate was elected by acclamation. The officers are:

President: Ken McKenzie
Vice President: Bill Reining
Secretary: Pete Mitchell
Treasurer: Louis Goodell
Newsletter Editor: Harvard Holmes
The officers take office in January 2008.

Presentation:

Ken McKenzie presented his choice to use an Eggenfellner Subaru auto engine for his GlaStar. The slides from his presentation are on the web at <http://www.eaa393.org/Presentations/KenMcAutoEngine.pdf>

Ken noted that there are about 50 to 100 of these engines already flying. His particular engine is now in Michigan waiting to go to Florida for an upgrade (slide 2). He is getting a new reduction drive gearbox, a new muffler and a motor mount for his GlaStar.

Ken's engine had a first generation reduction drive unit; it is being upgraded to the third generation. Slide 7 shows a first generation unit at the upper left, and a third generation unit at the upper right. The reduction ratio is 2.02 to 1. The output of the engine is 160 HP. The gearbox has an idler shaft, so the power passes through two reduction ratios on its way to the prop. The firewall forward weight of the engine is 327 pounds. Ken is replacing the straight exhaust with a muffler. The muffler is pretty much required as the engine turns 5,400 RPM. He will also have a new coolant reservoir.

The basic configuration is horizontally opposed and liquid cooled, but not with water (slides 2, 12, 13).

The weight of the engine compares to a O-320. His carbon fiber prop will make the installation lighter.

Car manufacturers have achieved very low vibration levels for their engines, resulting in longer life for their parts.

The fuel used is automotive regular or premium. If aviation 100 LL must be used, then you should add TCP to suspend the

lead in the exhaust stream, rather than having it plate parts of the engine.

Eggenfellner is now supplying a new engine computer – the auto version assumed too much, and by the time you had put dummy sensors, loads and inputs, it was more trouble than it was worth.

The compression ratio is 9.5 (four cylinders) or 10.5 (six cylinders) to 1. The fuel efficiency is comparable to aircraft engines, not better.

A constant speed prop is required because the engine operates over a wider RPM range.

The engine is not much cheaper than a Lycoming when all is said and done – you should be buying for another reason.

Questions:

Auto fuel: Why would you use Avgas?

A: availability, and lower vapor pressure for high altitude use.

Fuel consumption?

A: Lycoming has an advantage in thermal efficiency with higher engine temperatures, but auto engines benefit from a higher compression ratio.

Prop cost?

A: The Sensenich prop is \$9,000.

Engine cost?

A: The engine is \$24,900 (six cylinders) plus prop + motor mount + heater + engine display (\$900).

Gearbox cost:

A: The gearbox is \$5000 and only comes with the engine. The muffler upgrade is \$1500. The engine mount is \$1000.

The total cost of the improvements is \$8,000 to \$9,000. The cost becomes comparable to a Lycoming.

The turbocharged engine is \$29,000.

Issues with Auto Fuel use?

A: The issue is fuel volatility. There is a volatility tester that will test the fuel and tell you the altitude that it will vaporize. For Avgas, it's usually around 28,000 feet.

EAA 393 Board Meeting

November 6, 2007

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

1. Bill McCoy called to apologize and let us know that he would not be attending.

2. The Treasurer (Louis Goodell) reported \$2474.97 in checking and \$2646.11 in our savings account.

3. Dick Sperling provided a report on the most recent Young Eagles activities. He has a set of photos taken by Charles Hester. (Some of these are in the newsletter – Ed.) There was considerable discussion on safety issues, crowd control, and dealing with participants with behavior problems or other disabilities. This was partly motivated by the recent damage to a member's plane by a Young Eagles participant. It would be nice to get Harrison Ford to do a video about safety, how the controls operate, tower instructions over the radio, and what to expect on the flight. The bottom line is that each pilot must decline to fly a participant if he has any concerns about making the flight safely. For parents, we might remind them that the tower is required to call security if they see any unauthorized and/or unescorted persons inside the fence.

Repeat Young Eagle flyers were discussed, and it was noted that the sign up sheet deals with this. Subsequent flights receive lower priority than first flights.

It was suggested that we have membership signups at Young Eagle events.

4. Holiday Party attendance was reviewed. People are late signing up this year. Harvard was tasked with sending an email reminder soon, and another shortly before the meeting.

Party committees need to be formalized for decorations and cleanup.

Bill McCoy and Charles Hester will be asked if they can put together a video/slide show for the party. Harvard was tasked to make the request.

Ken McKenzie will review certificates for the officers for the party. Attendees did not know of any first flights for the past year. Dick Sperling will ask EAA HQ for certificates for his Pilots and Ground Crew.

5. Cleco input is due November 14. We should make sure that other nearby Chapters are getting our Cleco, e.g., Napa, San Jose, Livermore, Redwood City, and Hayward.

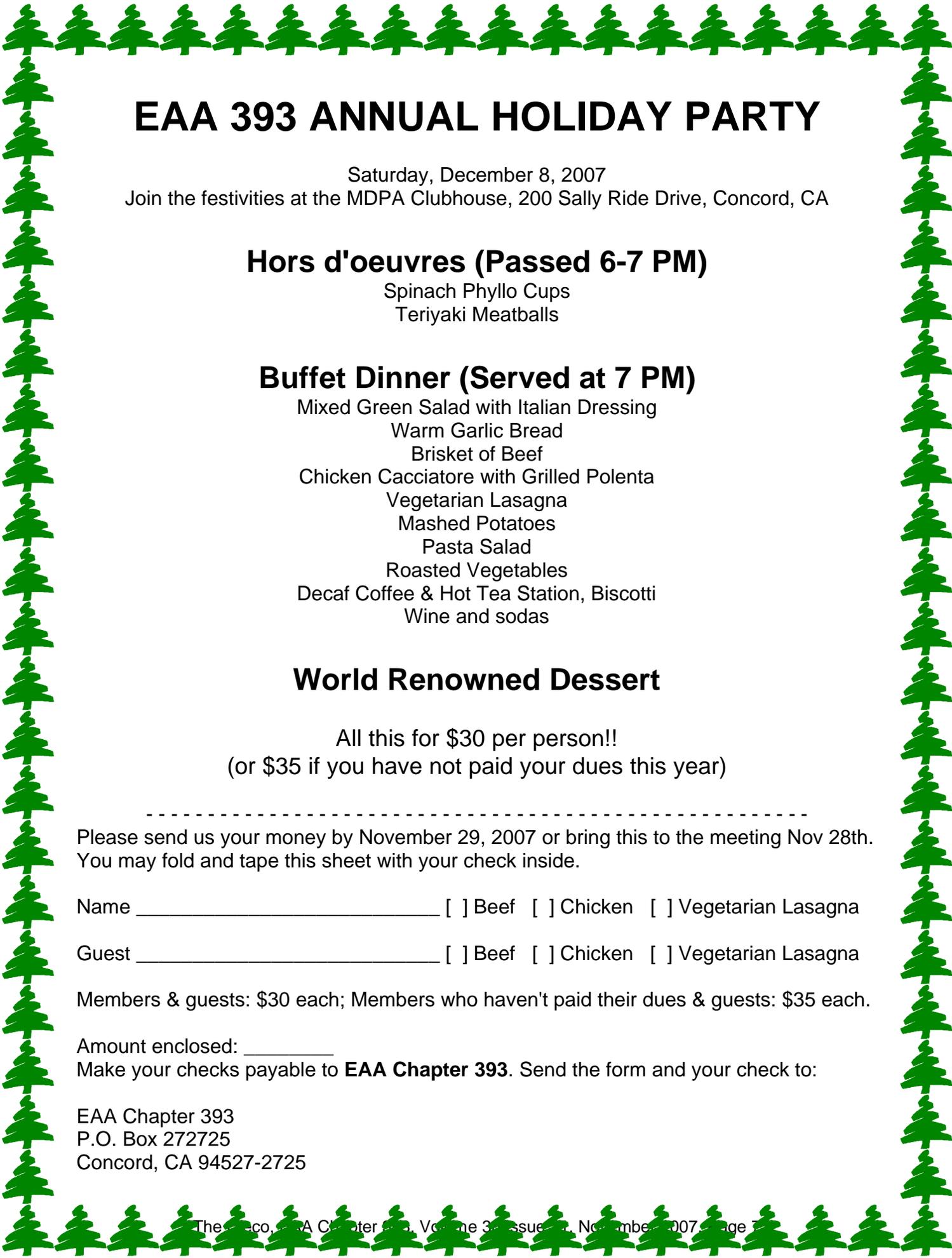
It was suggested that Ken's president's message might include his perspective on the Chapter after his first two years in office.

6. There is an EAA Leadership Conference in January in Wisconsin. Guy Jones and Bill Reining would like to go. EAA will provide lodging and meals. Usually 30 to 40 people attend these. This is an excellent opportunity to trade ideas with other chapters and also get acquainted with HQ staff. The Chapters and/or attendees must cover the cost of airfare. Ken has found airfares for about \$300 per person. At the next membership meeting, he will also ask for membership approval to subsidize the airfares for the attendees.

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available for a project/small a/c \$210/mo.**
Pete Wiebens, day 510-632-7676x1174, eve
925-933-7517





EAA 393 ANNUAL HOLIDAY PARTY

Saturday, December 8, 2007

Join the festivities at the MDPA Clubhouse, 200 Sally Ride Drive, Concord, CA

Hors d'oeuvres (Passed 6-7 PM)

Spinach Phyllo Cups
Teriyaki Meatballs

Buffet Dinner (Served at 7 PM)

Mixed Green Salad with Italian Dressing
Warm Garlic Bread
Brisket of Beef
Chicken Cacciatore with Grilled Polenta
Vegetarian Lasagna
Mashed Potatoes
Pasta Salad
Roasted Vegetables
Decaf Coffee & Hot Tea Station, Biscotti
Wine and sodas

World Renowned Dessert

All this for \$30 per person!!
(or \$35 if you have not paid your dues this year)

Please send us your money by November 29, 2007 or bring this to the meeting Nov 28th.
You may fold and tape this sheet with your check inside.

Name _____ [] Beef [] Chicken [] Vegetarian Lasagna

Guest _____ [] Beef [] Chicken [] Vegetarian Lasagna

Members & guests: \$30 each; Members who haven't paid their dues & guests: \$35 each.

Amount enclosed: _____

Make your checks payable to **EAA Chapter 393**. Send the form and your check to:

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Web page: <http://www.eaa393.org/>
Email: nle@eaa393.org

Officers for 2006-2007

President:	Ken McKenzie
pres@eaa393.org	925 283 3119
Vice President:	Scot Stambaugh
veep@eaa393.org	925 962 0255
Secty/Treas	Louis Goodell
secty@eaa393.org	925 682 4198
Newsletter Ed.	Harvard Holmes
nle@eaa393.org	510 526 5347
Board Chairman	Peter Degl'Innocenti
cob@eaa393.org	925 756 6172
Tech. Counselor	Rick Lambert
tc@eaa393.org	925 323 0041
Young Eagles	Dick Sperling
yec@eaa393.org	925 356 5656
Photographer	Tom Howard
photog@eaa393.org	925 933 6015
Membership	Bill McCoy
members@eaa393.org	925 370 6511
Webmaster	Harvard Holmes
webmaster@eaa393.org	510 526 5347

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Larry E. Rohrbacher
Line Service Manager

145 John Glenn Drive, Concord, CA. 94520
Tel: 925.676.2100 Fax: 925.676.5580 lineservice@sterlingav.com



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Meeting Schedule (2007/2008)

General (Wed.)	Fly Out (Sat.)	Board (Tue.)
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
Mar 26	Mar 29	Apr 1
Apr 23	Apr 26	May 6
May 28	May 31	Jun 2
Jun 6-8, Golden West EAA Fly In & Airshow		
Jun 25	Jun 28	Jul 1
Jul 9-13, Arlington Fly In		
Jul 19, Picnic	Jul 26	Aug 5
Jul 28 – Aug 3, AirVenture Oshkosh Fly In		
Aug 27	Aug 30	Sep 2

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

