

## May 27

**Allen Silver**, our speaker for the evening, owns and operates Silver Parachute Sales & Service, a parachute loft, in the San Francisco Bay Area. He has been an FAA Master Rigger since 1974 and in 1991 was designated as a Parachute Rigger Examiner, for the FAA. From 1995-2001 and again 2008 to present, he is chairman of the Parachute Industry Associations (PIA) Rigging Committee. This is a worldwide organization that represents the parachute industry. He is also an instrument rated private pilot with over 1700 hours.

<http://www.softieparachutes.com/>

The majority of Allen's business is devoted to providing in-depth, personal parachute service to aerobatic and glider pilots. Allen also manufactures AcroBelt, a 5-point ratchet restraint system, for non-certified aircraft.

He is the largest dealer nationwide for the Softie line of emergency parachutes, manufactured by Para-Phernalia Inc. Giving lectures and safety seminars to interested groups about parachutes, emergency procedures and survival equipment is a service Allen enjoys and provides at no cost, other than travel expenses. He writes a bi-monthly column "Ask Allen" for Sport Aerobatics magazine and has been a guest speaker for years at such events as Oshkosh, Sun N Fun, Soaring Convention and of course, EAA and IAC chapters.

He has over 48 years of experience and more than 3200 jumps as a sport jumper. Over 40 of those years he performed as a professional skydiver. For three seasons he performed a wing walking/skydiving routine at air shows throughout the western United States.

### Presidential perspective:

#### Aviation in A Carbon Neutral World... part 2

Last month I outlined my desire to reduce my carbon footprint. This meant becoming aware of my personal energy expenditures. Where does the energy I use come from?

Let's do some back of the envelope number crunching here to see just what impact the average aviator has on the planet by way of energy usage. For ease of comparison, I'll convert gasoline and natural gas into their equivalent units of kilowatt-hours.

Let's divide up the average energy use into 3 parts.

- 1) Household use
- 2) Transportation use (auto)
- 3) Aviation use

For average household use, I'm going to use my highest gas and electrical use recorded over the last 20 years. I'm doing this for 2 reasons. One, my house is a little over 1600 sq. ft., and I consider this a little on the small side. Two, Linda and I have been conservation conscious for a long time and we live in a very mild climate. Therefore, I will use 5,605 kilowatt-hours (kWh) of electricity and 999 therms (thm) of natural gas as my average household use.

For transportation (auto) I'll make the assumption that the average household has 2 vehicles that average 21 mpg and drive 15,000 each/year. This amounts to 1,429 gallons/household/year.

For Aviation, use I'll assume an average of 200 hours flown at an average fuel burn of 8 gal/hour. This amounts to 1,600 gallons/aircraft/year. This might prove to be a little high for a true average, but not out of the question for many pilots.

Now I just need to find the right conversion factors to express everything into the same units.

The following conversion formulas were provided by Wikipedia.

- 1 therm of natural gas = 29.3 kWh
- 1 gallon of gas (87 octane) = 36.6 kWh
- 1 gallon of avgas (100LL) = 35.2 kWh

Thus the average pilot's home uses:

- 5,605 kWh of electricity
- 29,271 kWh of natural gas
- 52,301 kWh of gasoline
- 56,320 kWh of avgas

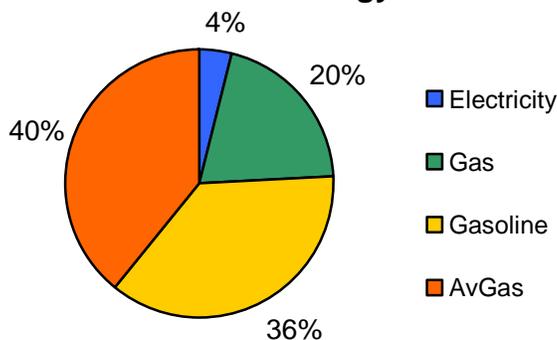
The 1st thing that jumps out at me is that the amount of energy used by the average family autos is way more than that used by the average house. Even given the modern 2,400 sq. ft house and typical suburban SUVs, I believe that the ratio of 1.5/1 auto/house energy ratio is still valid as a first order approximation.

The 2nd thing that jumps out at me is that the amount of energy used by the average pilot is 1.6/1 plane/house.

The 3rd thing that jumps out at me is that the cost of natural gas is an incredible bargain compared to electricity.

The following charts illustrate our energy use as a percentage and the cost of that use as a percentage.

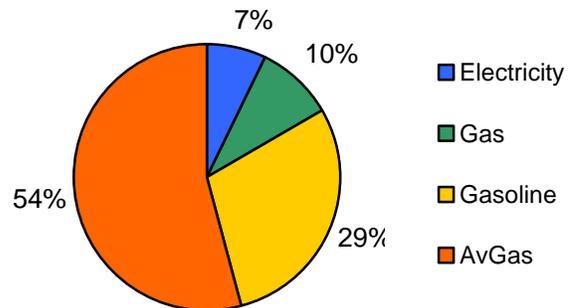
**Relative Energy Use**



The next thing to consider is the cost of this energy in dollars.

- 5,605 kWh of electricity = \$788
- 999 therms of natural gas = \$1,048
- 1,429 gallons of gasoline = \$3,215
- 1,600 gallons of avgas = \$5,968

**Relative Energy Cost**



What these numbers tell me is that 96% of our direct energy use is fossil fuels, and if you consider that PG & E has approximately 51% of its electrical generation as non-fossil fuels (hydro/nuclear/wind/renewable), that means that 2% of our energy is carbon neutral. What is the good news? Any changes that we make will be a huge improvement over the status quo. Next month I will highlight some potential solutions. These solutions come in 3 flavors; now, soon and eventually. Stay tuned.

**The Menu** by Rick Bourgeois

The tentative menu for the next meeting is as follows (for just \$7):

- o Roasted Chicken
- o Corn on the Cob
- o Bush Baked Beans
- o Potato Salad
- o Green Salad
- o Garlic Bread
- o Chocolate Chip Cookies
- o Drinks

Let Rick know your suggestions. Some we've already heard are: turkey, and corned beef.

Rick thinks a **pancake breakfast** would be fun. Do you? **Would you attend? Let Rick know!**

**Fly-outs** by Tom Howard & 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 email from Tom [TurnPrez@SBCglobal.net](mailto:TurnPrez@SBCglobal.net) or Scott [EAA.393.Flyouts@Gmail.com](mailto:EAA.393.Flyouts@Gmail.com); and be sure to

give us your email if you haven't been receiving fly-out information.

**We are seeking ideas for new fly-out destinations.**

[Editor's note: Informal fly-outs also occur on irregular Wednesdays. Email [HarvardHolmes@comcast.net](mailto:HarvardHolmes@comcast.net) to get on the list if you are interested. Often there is a spare seat for wingless aviators.]

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**EAA Chapter 393 did it again!** by Dick Sperling

Our first Young Eagles Rally for 2009 was another great success!

The great weather maker in the sky smiled upon us to make a clear warm day for the 25 Boy Scouts who attended. Our lead instructor, Tracy Peters (Eagle Scout), arrived at 6 AM. Three scout troop leaders also arrived early. As Tracy conducted the Boy Scouts of America (BSA) Aviation Merit Badge ground school for our guests, I greeted our newest volunteer Kathleen Cunningham. The new master manifest procedures were discussed with lead ramp Marshall, Bill Reining and ramp Marshall's Bob Belshe and Harvard Holmes. Additionally, our Master YE Certificate Software Engineer, Pete Mitchell, set up shop at the PSA location.

Our flight captains (pilots) from Chapter 393, Gerald Alves, Pat Peters, Richard Roberts and Bob Weiss, were all on hand and ready to fly after a thorough safety brief. Two new guys from neighboring EAA chapters, Michael Hedrick and George Mendonca (sporting a 1,400 YE patch!!) were also on hand to fly the scouts. After thirteen flight sorties, flown by the six pilots, we had accomplished our mission. We had given rides to our 25 guests and Tracy and I had signed off all Boy Scouts working on their coveted BSA Aviation Merit Badge. I call these guys "Sky Scouts" in my troop.

A BBQ chicken lunch was provided by BSA Troop 834 volunteers from San Ramon, compliments of Scoutmaster Marty Seilonen.

Thank you so much for working together and making this another successful Young Eagles Rally!

P.S. Our next Young Eagles Rally will be held in conjunction with the Buchanan Airfield Open House on 21 June 2009 (Father's Day). I will need maximum participation for that event, so please, mark your calendars. Thanks.

Dick Sperling  
EAA Chapter 393  
Young Eagles Coordinator &  
BSA Aviation Merit Badge Counselor

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**EAA 393 Hosts Crosswind Seminar**

**Wednesday, June 17, 2009 7:00 pm**

In our MDPA meeting room, 161 John Glenn

Brought to you by the West Valley Flying Club  
<http://www.wvfc.org/>

(Will be posted to FAA's safety.gov, 60 registrations available)

**Adventures in Crosswind**

Lessons learned from teaching crosswind

Dan Dyer has been a flight instructor for four years, teaching mostly out of San Carlos Airport. At times, San Carlos feels like the crosswind landing capital of the world, since prevailing winds often arrive at 60 or more degrees to the active runway. In 2007, Dan purchased an Xwind 200 crosswind landing simulator - a full-motion simulator specifically designed to teach the cross-controlled technique needed for safe takeoff and landing in a crosswind, and has become a local expert in crosswind landing operations.

Dan's presentation will include the lessons he's learned from teaching crosswind landings in the airplane and using the Xwind 200 simulator, including:

- basics of crosswind landing technique
- most common errors that pilots make in crosswind landings

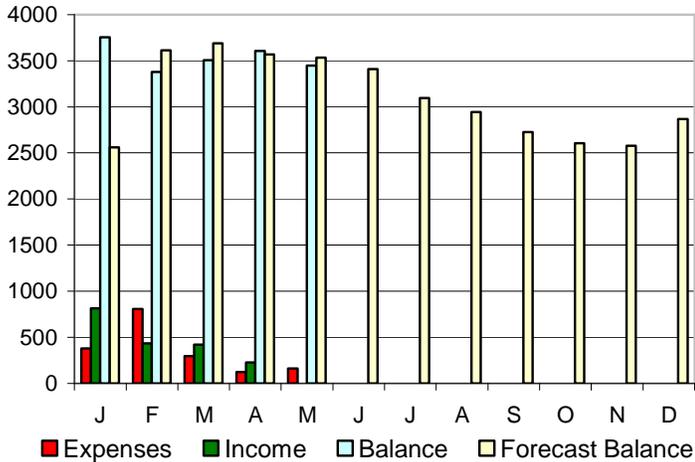
- diagnostics your instructor can use to detect training issues
- why your feet are more important than your hands
- quick ways to improve your crosswind competency

Although the Xwind 200 simulator will not be present (it takes up warehouse space near San Carlos Airport), Dan will have photos of the simulator in use to demonstrate some of the presentation topics.

*Christine Kelly, West Valley Operations  
(650) 856-2030 ext. 304*

**EAA 393 Budget Projections** by Bill Reining

**EAA Chapter 393:  
2009 Summary of Expenses, Income, Balance  
and Projected Balance**



	Dec	Jan	Feb	Mar	Apr	May	Jun
<b>Income</b>		\$810	\$431	\$420	\$226	\$0	\$0
<b>Expenses</b>		\$379	\$805	\$295	\$123	\$158	\$0
<b>Balance</b>	\$3,323	\$3,754	\$3,380	\$3,505	\$3,608	\$3,450	\$0

For a more detailed look at EAA 393's budget, contact Bill Reining. He has a complete spreadsheet on our budget.

**EAA – National Six-Month Free Trial Membership** by Bill Reining

In an effort to generate more interest in the EAA among prospective members, EAA headquarters has instituted a six-month trial membership program. Each prospect will receive all EAA member benefits during this time with no cost to them, or to the local chapter. This complimentary six-month period is intended to build a bond between prospective members and the local chapter, resulting in a higher member recruitment and retention rate. Let's all reach out beyond the usual crowd around the airport (church, other clubs, co-workers) to connect with people unaware of our chapter, or those who just need to be asked! When a prospective member is identified, let one of the board members know – all it takes to enroll them is a simple entry on the EAA web site.



## Buckingham Field Open House

*Fathers Day*  
**June 21, 2009 10am-4pm**  
**Plan to Attend!**

Hosted By  
**The Ninety-Nines**  
International Organization of Women Pilots  
*San Joaquin Valley Chapter*

**Festivities include:**  
*WWII Era Airplanes*  
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*Kids Activities*  
*Airplane Rides With EAA Young Eagles*  
*Special Surprise Events & Guests*  
*Day Long Music*

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*Call today to reserve best locations*

Contact the 99s:  
510.417.5121 or [airportlady@sbcglobal.net](mailto:airportlady@sbcglobal.net)

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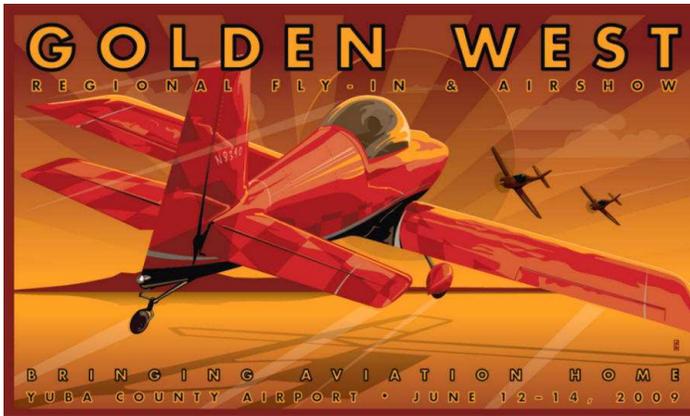
## Watsonville Fly-in and Air Show

This event is held at the Watsonville airport on Memorial Day Weekend, Friday through Sunday, **May 22 – 24, 2009.**

<http://www.watsonvilleflyin.org/>

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## Golden West Fly-in



Golden West Fly-in is coming June 12-14, 2009!

<http://www.goldenwestflyin.org/>

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## Buchanan Field Open House Information

See page 3 of the Contra Costa County Airports newsletter <http://ca-contracostacounty.civicplus.com/static/department/2009Newsletter/Winter%2008-09.pdf>

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## EAA 393 General Meeting Report

April 22, 2009

### Meeting

President Ken McKenzie opened the meeting with a welcome for members and guests. Mark Simmons was a guest this evening.

Our Treasurer, Louis Goodell, reported \$1,412.56 in our checking account, and \$2,651.36 in our money market account.

Our Young Eagles counselor, Dick Sperling, reported that the event for April 15, 2009 was cancelled due to lack of pilots. [An event on May 9 was held instead, see the report above.]

Our next event is June 21, 2009 at the airport Open House. We will fly from the old terminal building at 181 John Glenn Ave. Aircraft for static display are also needed.

The Collings Foundation will display and fly Warbirds at the airport on June 6 & 7, 2009. Our participation is unknown.

We are looking for a young aviator to sponsor for the EAA Air Academy. Report candidates to Dick Sperling.

### Presentation:

Bill Reining introduced **Charles Deavers**, the new Air Traffic Manager at CCR.

Charles started working for the FAA 35 years ago in Meridian, Mississippi.

As head of ATC, he is focused on quality assurance and customer service. He is available to get help and resources applied to problems that his “customer base” might have.

He noted that the FAA is working to streamline their organization and operations, using business models as their guidance. They report to the Golden Gate District, which, in turn, reports to the Western Service Center in Renton, WA. FAA is emphasizing safety risk management, with new procedures in place by March 2010. The perspective is to determine if risk is being managed adequately in the National Airspace System (NAS). [Charles had a handout of DVDs on Runway Safety from the FAA.]

**John Crabtree** works in the CCR Tower. He was an ATC in the Marine Corps, then Charlotte, NC, then Bay Approach, and now in CCR. He noted that in the last 3 to 4 years the number of incursions is down at CCR. He feels that new signage has helped. He notes that local pilots were having a lot of trouble.

Questions from the audience:

Q: Is the tower reachable by phone?

A: The manager is at 925 685-5743, and the tower is at 925 685-5744.

Q: Do incursions include only aircraft, or cars and others?

A: All kinds of incursions are counted.

Q: Now-a-days the tower wants extensive read backs...

A: We have extra verbiage due to accidents – “hold short” always must be read back.

Q: Where are we visible [to radar]?

A: CCR uses the Mill Valley site. There is good visibility above 1,000' on downwind, and usually by 800' on takeoff. The visibility on the approach to R19 is usually pretty good.

Q: What is our [status] with the FAA?

A: CCR is an ATC 6 facility. The FAA has ATC 6, 5, and 4 facilities, but all ATC 4 facilities are contract towers. The complexity and amount of traffic determine the level of the ATC. If they were downgraded, they would make less money (after a while). There are 14 people in the Tower, including 5 veterans and 3 staff in training.

### Presentation:

Bill Reining introduced **Keith Freitas**, Director of Airports, and **Beth Lee**, Assistant Director of Airports.

Keith studied aviation management at San Jose State and eventually worked at San Jose airport, before coming to Concord. He has now been the Director of Airports at Contra Costa County (Buchanan Field and Byron Airport) for 6 to 7 years.

His priorities include Master Plans and Airport Development, as well as outreach to the community and airport tenants. The Buchanan Field Open House is coming up on June 21. There is also a Tenant Recognition BBQ on May 20, 2009.

He feels that development on the west side of Buchanan Field is beneficial to the airport. It is unfortunate that MDPA has to be moved and that there was delay due to a change in developers. Most of the revenue (60%) supporting the airport is from non-aviation sources, such as the golf course, Sam's Club and the Crown Plaza Hotel.

The business plan for the airport is to continue to support small operations, piston aircraft, small jets, and some commercial operations – if it happens.

Dealing with the surrounding community is a continuing effort. Eleven years ago, the airport got 400-500 noise complaints per year and the

crash at Sun Valley Mall was (somewhat) fresh in people's minds. The "close the airport" movement got people to appreciate the airport more. Last year there were only 130 noise complaints. We have been lucky to not get any local housing developments.

Q: What are the noise corridors?

A: There is a new "inset" available for pilots, which shows preferred routes and other information. Basically, noise is an issue everywhere except to the northwest. Arrivals on 19R and departures on 32R are the best from a community noise point of view.

Q: Any plans for the land in front of the airport office?

A: Beth Lee has been working on a master plan for this space.

Q: What is the status of development where MDPA was? Economy problems? Timeline?

A: There was a change of company and now Silver Pacific is working on plans for development. It will include office and aviation use. We are also hoping for a pilot and aviation lounge. Plans are proceeding despite the economy. Once the environmental issues are settled, then construction should take 18 to 24 months.

Q: The airport maintains a 139 (air carrier) status. What is the overhead cost associated with this and what is the long-term payoff? Does this affect job status?

A: The 139 status comes with a set of standards for commercial aviation. It costs \$61,000 per year to maintain this status. This attracts corporate aviation and makes it easier to sell the airport to these folks. This status gives the airport access to additional federal funds, including a grant for \$1.9 M for security upgrades. Job classifications at the airport have been unchanged for a long time. The airport staff shares duties between operations and other activities.

Q: What security changes are likely at CCR?

A: Keith has heard nothing yet, but he expects more stringent rules in the future. They

are moving to proximity card sensors instead of the steel pieces currently used. This would improve operational aspects as well as allow the activation and deactivation of individual badges.

Q: The Chapter would like to have some meetings at hangars where the members can observe the techniques used in individual projects. Can you help with airport access for those members who don't base aircraft here?

A: The airport can issue gate passes to members with a legitimate connection to the airport. We will work with you – we can start with a list of members.

Q: Will the new security arrangements include video monitors?

A: Not at the present time. We do have staff driving around monitoring the premises.

Q: Who do we call if we see something strange?

A: First call 911, then call operations at 925 646-5722.

Q: What improvements are planned for small piston powered aircraft?

A: Two big projects are moving along: the Silver Pacific hangars, and another 40 hangars where REACH is now. Also, Sterling Aviation has plans in this area.

Q: We don't need the big hangars – why don't we see more small hangars being developed?

A: The developers want to build the bigger stuff. They say that box hangars give them more flexibility.

Q: For the big hangars, how long is the ground lease?

A: The long-term leases go for 40 years. A new company will spend \$15 to \$20 M for development, and then will amortize it over 40 years. Then the ownership of the hangars reverts to the airport. An exception is the current Port-A-Ports where the lease extension is 20 years and the hangars don't revert back to the airport.

Q: Anything new for the pilots?

A: The airport is working on pilot controlled lighting, and new LP and LPV approaches.

Q: What about aircraft that can be trailered? How do they get to the runway?

A: They can go to an FBO. Or, they can rent a tie-down space to store the trailer for \$60 on the pavement, or \$39 on the unpaved area.

Q: What changed [a few years ago] at the east ramp hangars?

A: The previous owner had a one-page document. County Counsel turned it into a 15-page document. There were lots of problems that needed to be cleaned up. The fire marshal and the building inspectors got involved. There were sub-leases running up to 5 deep, with a \$350/mo hangar being inflated to \$700 to \$800/mo. There were illegal improvements. For home-builders, the fire marshal seems to be living with the construction activities as long as they don't involve fluids or open sparks.

Q: Any plans for automobile fuel?

A: None that they know of. It is an FBO issue/choice.

Q: What are the flow charges on fuel?

A: The FBOs pay \$.08 to \$.09 per gallon to the county. Some large corporate operations have their own fuel operations.

Q: How would we fuel an auto gas plane?

A: There is a self-fueling area on the East Ramp near the wash rack.

We should expect hangar inspections more frequently in the future. So far, only the airport staff is doing them. The Fire Marshal is supposed to do inspections annually. The airport's goal is accomplish inspections annually.

For more questions, contact Keith at [KFrei@airport.cccounty.us](mailto:KFrei@airport.cccounty.us)

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## Concord Airport Vehicle Gate Keys

Keith Freitas, the Airport Manager, has approved gate keys for members of our chapter, to allow us access to various member's hangars. You don't have to have an airplane on the field, nor do you have to have a hangar. If you are a paid up member in good standing, your name will appear on a special roster, which we will provide to the airport office. All you need to do to obtain a gate key is:

1. Go to the airport office at 550 Sally Ride drive on the west side of the airport.
2. Tell the secretary that you are with EAA Chapter 393 and want to get a vehicle gate key.
3. You will be asked to show your driver's license for identity verification. They will make sure your name appears on the chapter roster.
4. Complete their form by supplying name, address, and telephone information. You will not need to identify a specific airplane or hangar, since you are a member of EAA Chapter 393.
5. Pay \$30 as a deposit on the key, refundable when you return the key.

The key looks like a large dog tag. It has a magnetic device inside. You will be warned not to keep it near your credit cards or other magnetically sensitive things. The key will open vehicle gates to gain access to hangars on both the east and west side of the airport.

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## EAA 393 Board Meeting Notes

May 5, 2009

Attending: Ken McKenzie, Bill Reining, Pete Mitchell, Louis Goodell, Harvard Holmes, Dick Sperling, Rick Bourgeois

1. Louis Goodell, Treasurer reported \$1,366.00 in checking, and \$2,651.47 in our money market accounts.
2. Bill Reining reported that Allan Silver is our next speaker. He was recommended by Dick Sperling; he does parachutes and is an entertaining and informative speaker. For June 24, our speaker is Alan Jesmer of Precision Airmotive, speaking on Fuel Injection Systems.

In July, our meeting will be a picnic with no speaker, and in August, we will have an AirVenture summary by attending members.

3. Pete Mitchell has provided the airport with our roster, so that members who need them can apply for gate keys to attend programs which occur at a member's hangar. Bill Reining used this approach to get a gate key for himself.

4. Dick Sperling reviewed Young Eagle events and related activities. We have credits from Young Eagle flights to apply to Young Eagles who want to attend the EAA Air Academy in Oshkosh. Please see Dick if you know of a young person who would be interested in attending.

On June 5-8, the Collings Foundation is scheduled to stop at Buchanan Field to give rides in their Warbirds (B-17, B-24, P-51). They want our help in controlling the crowd. This might be an opportunity to sell hot dogs as an EAA 393 fundraiser.

5. Louis Goodell responded to an earlier question that the Chapter was founded on May 1, 1971. **He has the plaque!**

6. Bill Reining has now assembled a membership package for guests and visitors. It includes information about our Chapter, about EAA National, and has an example Sport Pilot for them to read.

7. **Leadership Academies** are coming up at Oshkosh. Guy Jones and Bill Reining greatly enjoyed their sessions. See one of them if you are a leader!

8. Ken McKenzie and Harvard Holmes will put up shelves in our closet space. Ken will also work on a sign for the end of the building to advertise the chapter (and MDPA).

## Informal Fly-out to Auburn April 22, 2009



Phil Jenkins gets his Glasair II RG ready. He gave Harvard a ride.



Ron Robinson arrives in his Glasair I RG at Auburn with Tom Howard.



The Gang after a satisfying lunch.

## 1966 Mooney M20E for Sale

[http://home.comcast.net/~harvardholmes/N2669W\\_Ad.pdf](http://home.comcast.net/~harvardholmes/N2669W_Ad.pdf)

Special price for EAA 393 members! The price is going down and it will be sold soon! Speak up if you are interested.

Harvard Holmes 510 526-5347

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## The Experimental Aircraft Association Chapter 393 of Concord, CA

P.O. Box 6524, Concord, CA 94524-1524

<http://www.eaa393.org/> Email: [nle@eaa393.org](mailto:nle@eaa393.org)

### Officers/Appointees for 2008-2009

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Vice President:	Bill Reining
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Secretary	Pete Mitchell
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Fly-out Coordinator	Scott Achelis
<a href="mailto:aaa.393.flyouts@gmail.com">aaa.393.flyouts@gmail.com</a>	925 935 7920
Fly-out Coordinator	Tom Howard
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Photographer	Charles Hester
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Webmaster	Harvard Holmes
<a href="mailto:webmaster@eaa393.org">webmaster@eaa393.org</a>	510 526 5347

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**Meeting and Event Schedule (2009, 2010)**

Board	Y Eagles	General	Fly-out	Other
May 5		<b>May 27</b>	May 30	
Jun 2	Jun 21	<b>Jun 24</b>	Jun 27	
		<i>Golden West Fly-in, Marysville</i>		<i>Jun 12-14</i>
		<i>Buchanan Field Open House</i>		<i>Jun 21</i>
Jul 7			Jul 25	
		<i>Arlington Fly-in, Arlington, Washington</i>		<i>Jul 8-12</i>
		<i>Chapter 393 Picnic</i>		<b>Jul 18</b>
		<i>AirVenture, Oshkosh, Wisconsin</i>		<i>Jul 27-Aug 2</i>
Aug 4	Aug 15	<b>Aug 26</b>	Aug 29	
Sep 1	Sep 12	<b>Sep 23*</b>	Sep 26	
		* nominations		
Oct 6	Oct 17	<b>Oct 28**</b>	Oct 31	
		** elections		
Nov 3		<b>Nov 18</b>	Nov 21	
Dec 1				
		<i>Holiday Party</i>		<b>Dec 13</b>
Jan 5, 2010		<b>Jan 27</b>	Jan 30	
Feb 2, 2010		<b>Feb 24</b>	Feb 27	
Mar 2, 2010		<b>Mar 24</b>	Mar 27	
Apr 6, 2010		<b>Apr 28</b>	May 1	

Our meetings are open to the public. Join us for dinner at 6:30 pm (\$7) with the general meeting at 7:30 pm on the above dates in the building at 161 John Glenn Drive north of Sterling Aviation. Enter from the airport side of the building.

Chapter 393 fly-outs are open to chapter members and guests. See the newsletter for arrangements.

EAA Chapter 393  
P.O. Box 6524  
Concord, CA 94524-1524



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