



May 2010

This Month's Speaker

LT Harry Greene, a US Coast Guard helicopter pilot stationed at San Francisco International Airport, will be talking about the realities of off shore search and rescue; and the gear a GA pilot should have on hand in the event of a water landing.

Lt. Greene is a member of EAA; and has been flying since age 15, with 3800 hours total time in over 50 makes and models of airplane, helicopter and glider. He has owned a 1941 Stearman PT-17, a 1947 Piper Super Cruiser, and a 1969 Cessna 150 (that has 13,000 hours on it and flies totally hands off); and restored an Aeronca Chief, Bellanca Citabria, a Cessna 140, and a Cessna 150.

Upcoming Speakers/Topics

Dates and topics may will change!

Tracy Peters is seeking input regarding speakers for our meetings. If you know of an interesting, willing and available speaker, let Tracy know. Our members represent another untapped resource. If you are doing something interesting that you could talk about, let Tracy know and get a talk arranged.

DUES are now LATE!

Send your \$30 to Bob Belshe at:

**The Experimental Aircraft Association
Chapter 393 of Concord, CA
P.O. Box 6524, Concord, CA 94524-1524**

or bring it to the next meeting.

Memberships run from Mar 1 to the end of February. Let us know of any changes in your aviation life – i.e. phone, email, project(s), etc.

The Menu

by Rick Bourgeois

Dinner is served beginning at 6:30pm – Price is \$7:

- Chicken Cacciatore
- Green Beans Dinner Rolls
- Salad Cookies
- Beverages

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!**

Notes from the President:

The Young Eagles Rally on Saturday, May 15 was a huge success! We flew 31 Young Eagles, and separately, 20 adults on their "Adult Orientation Flights". After weeks of planning and organizing, our Young Eagles Chairman, Dick Sperling, ended up in the hospital with a serious infection. Tracy Peters also was ill. But despite their absence, and thanks in large part to the following, the day was very productive. As you scan the list below, please notice the MDPA members who lent their support – Thank You MDPA!

Pilots:

Bob Belshe	Harvard Holmes
Bill Reining	Richard Roberts
John Summers	Jerry Alves

Ground Support:

Rick Bourgeois	Harry Heckman
Guy Jones	Peter Jansen
Pete Mitchell	Ray Nilson
Pat Peters	Renee Robinson
Steve Senatori	Teeb Thomas
Maureen Bell	Marilyn Sperling

Young Eagles

by Rich Sperling

I was watching with binoculars and listening on my two radio monitors, as I ran my own "Kitchen TOC" Saturday during the Ch 393 YE Rally! TOC, for you non military folks means; Tactical Operations Center. I could easily identify my guys on both ground and tower frequencies as the day wore on!

With each new flight my chest swelled with pride! I was in touch with Marilyn via "text messaging" to answer questions as they came up...

Needless to say it was tough staying home during this big event, however, things worked out great due to the commitment of our membership.

A big thanks to Pat Peters for grounding himself and orchestrating the entire operation. My deep and sincere thanks for all members who were able to volunteer your time and talent in making this a great day for our new 31 Young Eagles and 20 Adult Orientation riders!!

Our next Young Eagles Rally will be held on Saturday June 26th. See you there!

Thanks again!

Dick Sperling

EAA Ch 393, Young Eagles Coordinator.

Fly-out to Columbia

by Harvard Holmes

Chapter 393's April fly-out this month took place on May 1st, as the Chapter went to a Safety Seminar and lunch at Columbia. The event was held in the "Pavilion" in the camping area next to the grass runway at Columbia.

The group was welcomed by airport manager Jim Thomas. (Jim Thomas usually flies his cub over from Pine Mountain Lake to get to work. Jim also has a beautiful Lancair Legacy, which he built.) Several video segments were presented. A presenter from the Fresno FSDO led the discussion after each segment.

Topics that I remember include an admonition to do your maintenance "right." This referred attendees to the owner/operator operations permitted under the FARs. Unfortunately, the motivational content was mostly "you must do it this way because the regulations say so."

On the topic of runway safety, I learned that some airports now add dashed lines next to the taxiway stripe within 150 feet of a runway crossing. This is to give you added awareness of a runway crossing coming up. Some airports are also getting flashing lights at the runway entrance for additional notice not to enter the runway.

Non-towered operations were also covered. This was the high point of the presentation, as the speaker had enlisted Chris, an instructor on the field to give his impressions after teaching at the field for many years. Chris made the point that non-towered fields do not have an "active" runway – all the runways can be used at the option of the pilot. Radio calls should specify the runway by number. At Columbia, the grass runway 11-29 will almost always be used at the same time as the paved runway 17-35. Chris noted that the fire fighting tankers will always land on 35 and take off on 17, to minimize their time on the ground.

Lunch was served by the local EAA Chapter.

The high point of the day came after lunch when Chris gave us a demonstration in his Stearman. Departing off the grass runway, he came around and demonstrated a one-wheel touch down on the left main, holding that for a while, then rolling over to exercise the right main, and then made a go around. It was a delightful demonstration.



Attending were Harvard Holmes with John Koehler and Rich Sperling; Bill Reining with Pete Mitchell and Jim Smith; Bob Belshe with Don Baldwin; Ken Wiley; and Rick Bourgeoise with Charles Hester.



Member Profile of Linda McKenzie
By Linda McKenzie

I volunteered to be Newsletter Editor for 2010-11. Ken has since decided that we need to move to Pt. Reyes Station, so I will probably need to either get an assistant or a replacement, due to the 2hr drive each way. I was co-editor of the Cleco with Ken in 1994-95. In addition, I assisted in preparing the By-Laws and Articles of Incorporation for Golden West Aviation Association (the organization that puts on the Golden West Fly-In). Being editor has provided me with the opportunity to get to know many of our chapter members, which is something that is difficult for me. In addition to being painfully shy, I have under-developed social skills; and therefore avoid putting myself into social situations.

My aviation background is fairly small, although I come from an aviation family. On my mothers' side, my grandfather flew recon in WWI; and her two older sisters (identical twins Jan & Marion Dietrich) were commercial pilots. Based on Jan's Logbooks, the twins earned their Private Pilot Ratings at Oakland Airport in 1947, while attending UC Berkeley. My father served as a ball-turret gunner on a B-17 toward the end of WWII. He never earned a pilots license after the war. Strange at may seem, I was afraid of flying; I finally took to the skies, when I was 25, with Ken and his father, in a Cessna 182.

As a child I didn't think that there was anything special about the twins' careers in aviation. I knew that both were CFIs and that Jan later was employed as a corporate pilot. Marion on the other hand was primarily a journalist, who also gave flight lessons. The twins competed as a team at least one Powder Puff Derby, co-ferried a BE-80 (Beech Queen Air) from the Beech factory to Bremen, Germany, and were members of the group women referred to as "The Mercury Thirteen." Sadly, I didn't know the importance of Jan & Marion's aviation careers until it was too late to do any first person research.

Ken joined the EAA in 1987, and I joined in 1993. Ken had been interested in building a plane since an article about the Quick Q-2 in Popular Science. I remember one summer Ken came home from Oshkosh smitten with a beautiful red composite (the Lancair 320). At some of the chapter picnics, I snagged a few rides in various RV's, EZ's, Glasairs and spam cans. I decided that I did not want to build any plane that was designed for aerobatics. March 1995, I took a demo ride in the brand-new GlaStar. Lyle Powell had been scheduled for the last slot, but suggested that as Newsletter Editor I should go instead. Thus began a 3 year battle between Ken and I; he want to build one of the RV models. At the 1998 Arlington Fly-In, I made a unilateral decision, to buy a GlaStar kit. With the down payment made, I negotiated with Stoddard-Hamilton to deliver my kit to the 1st Golden West Fly-In in September 1998 and use it in a 4 hour forum "Here's the Kit, Now What do I Do?"

Ch 393 and the Cleco have been instrumental in a number of small world events. The first happened at the Jan 1994 meeting when Ed Ingalls (who suffered from Parkinson's and has since died) to ask me if I was related to Austin Gibbon. When I said yes, Ed

proceeded to tell me that he had been close friends with my father in high school; and by the way he remembered me as a tiny infant. At the 1994 chapter picnic, Ed persuaded me that I should try to reconnect with my father – I will always be grateful for his push, since it allowed me to make peace with dad before his death.

The second “small world” event happened when Bruce Hobbs brought me a copy of an AOPA article on the Mercury 13. John Glenn’s flight on the Shuttle had reignited interest in the forgotten aspects of the Mercury program.

The third came about when Rhu Bugay brought the painting he had done of the EAA’s B-17 with a XP-51 and a P-51 to the chapter’s Holiday dinner. The moment I saw that painting, I knew that I had to buy it. I made an offer that ultimately led to my owning it. I know that I need to make provisions for transferring ownership of the painting in the event of my death and would welcome suggestions.

And finally, because Ken agreed to help with an EAA sponsored exhibit at the Maker Faire, I met David Hipschman. Shortly after working with David in the spring of 2008, my aunt Jan died. I wanted to submit a newsworthy obituary to the SF Chronicle and with David’s help found the appropriate contact.



My grandfather with my aunt Jan

Back when Ken and I were co-editors, Ken would provide the content and I would do the editing and layout. I currently do not have a ready source content, so PLEASE help me by submitting articles or links to interesting information.

EAA 393 Board Meeting Notes

May. 4, 2010

The Board Meeting started promptly at 7:00pm.

Present were Bill Reining, President; Tracy Peters, Vice-President; Pete Mitchell, Secretary; Bob Belshe, Treasurer; Dick Sperleng, Young Eagles Coordinator; Rich Bourgeois, Meals Chairman.

Arriving late were: Linda McKenzie, Newsletter Editor; Ken McKenzie, Past President/Board Chairman;

Absent were Renee Robinson, Webmaster; Tom Howard, Fly-Outs Coordinator; Guy Jones, Past VP; Louis Goodell, Past Treasurer.

Treasurers Report

Combined Savings & Checking balance is \$5,368

Year-to-Date Revenues \$1961

Dues income \$1,300, Dinner Income \$661

Year-to-Date Expenditures \$968

EAA Insurance \$321

Dinner & Raffle Expenses \$291

Young Eagles Expenditures \$71

Postage & Newsletter Printing \$159

Misc Expenses \$126

Annual Rent to MDPA – bill has not yet been received

Dinner

Rick provided Menus for May and June.

Webmaster

Board discussed adding a Builder Resource section that would include announcements about builder assistance, tools, etc.

Newsletter Editor

Submissions for the May newsletter are due by Fri, May 14.

Asked Harvard to write about the Columbia Fly-out.

Vice-President

May speaker – US Coast Guard helicopter pilot

June speaker – a glider pilot

Young Eagles.

Simulator to be completed by May 15, before the Young Eagles event.

Announcement of May 15, Young Eagles event to be placed in the CC Times and related publications

Air Academy needs our Young Eagles credits

SHARE EXPENSES TO BUILD AN RV-12

I'm looking for someone who wants to build & fly the RV-12 (or something similar in the LSA classification).

I have a build location with private airstrip in area. Contact Tom Shaw (EAA member) for additional information at:

Tshaw@JetsonProducts.com or (925) 370-6531

HANGAR SPACE FOR RENT

West Ramp CCR

Ideal for low wing homebuilt or Project under construction

\$230/mo (shared space)

Contact - Pete Wiebens 925-933-7517

HANGAR FOR SALE

Also available for rent at \$400/month

Hangar B-15, South facing

Price reduced \$54,000-with transfer of title

Contact - Carl Johnston: cbj42@me.com or 775-220-3663

Details are available in the January Cleco

HANGAR FOR SALE

Hangar B-11 - \$60,000

Contact - Steve Crews: steve@bayareastairs.com or (707) 310-6276

Details are available in the January Cleco

AIRCRAFT FOR SALE

1974 CITABRIA 7KCAB

Airframe Total Time: 7568 Hours

Engine/HP: 150 HP

Engine Times: 1131 SMOH

See Trade-A-Plane for more information:

www.trade-a-plane.com/clsfdspecs/837368

Contact - Steve Crews: 707-310-6276 (phone)

Thanks to our Donors and Sponsors



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The Experimental Aircraft Association

Chapter 393 of Concord, CA

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Thanks to our Donors and Sponsors!



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Meeting and Event Schedule (2010)

Board	Y Eagles	General	Fly-out	Other
Jan 5		Jan 27	Jan 30	
Feb 2		Feb 24	Feb 27	
Mar 2		Mar 24	Mar 27	
Apr 6	Apr 10	Apr 28	May 1	
May 4	May 15	May 26	May 29	
Jun 1	Jun 28	Jun 23		
	<i>Golden West Fly-In</i>			<i>Jun 11-13</i>
Jul 6			Jul 31	
	<i>Arlington Fly-in, Arlington, Washington</i>			<i>Jul 7-11</i>
	<i>Chapter 393 Picnic</i>			Jul 17
	<i>AirVenture, Oshkosh, Wisconsin</i>			<i>Jul 26-Aug 1</i>
Aug 2	Aug 28	Aug 25	Aug 28	
Sep 7	Sept 18	Sep 22	Sept 25	
Oct 5	Oct 16	Oct 27	Oct 30	
Nov 2		Nov 17	Nov 20	
Dec 7				
	<i>Chapter 393 Holiday Party</i>			Dec 12

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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