



South Africa UltraLight Freedom Flight...continued on a MotorBike

Our speaker for **June 28** is **Ricky De Agrela** who seeks "to visit each country in the world to highlight the positive world we live in and encourage others to pursue their adventurous goals." He has completed an ultralight trip around the world already <http://www.safreedomflight.com/>

July 15 is our annual Picnic, at the airport just south of the old terminal, behind the Budget rental office.

Other topics scheduled for our regular meetings are:

- Aug. 23: Bill Call/Andy Marshall
Fiberglass Lay-up Techniques
- Sep. 27: John LeNoue
Vimy Build Process
- Oct. 25: Rick Lambert
Aircraft Rigging
- Nov. 22: Bruce Sequine/Scot Stambaugh
Riveting
- Jan. 24, 2007: Scot Stambaugh
Aircraft Wiring Basics
- May 23, 2007: Scot Stambaugh
Flight Testing Your Experimental Aircraft

Presidential perspective:

The chapter picnic, which as you know stands in as the chapter meeting for the month of July thereby allowing those of us fortunate enough to be able to attend Oshkosh, the granddaddy of all Fly-Ins to go.

This year all the things that can go wrong have gone wrong.

Problem #1. We got an admittedly late start on organizing the event and thereby lost our 1st, 2nd and 3rd choice of locations. We would have preferred a location with an

abundance of shade, such as the park where I am told it was held to everyone's enjoyment last year. Well we were unable to get reservations at any of the local parks save one with a shady (NO not that kind of shade!) reputation. We passed. This leaves us with having it at the airport next to Sterling Aviation which some of you will remember from years past. Good for planes, bad for shade and BBQ amenities. Permission has been granted by Buchanan administration and we have a request in to Budget car rental, which has the lease on the land.

Problem #2. I had planned to oversee the event myself. However, I am attending Oshkosh this year and have decided to drive direct from Arlington to Oshkosh visiting relatives in western Wisconsin on the way. The few arms that I have tried to twist into taking on the job have resisted my desperate pleas for assistance. So I'm turning to you, the members, to help me and your chapter out by taking on the oversight of this event. There are plenty of members willing to help with the specific tasks but we need someone to make sure all the tasks are properly executed and nothing is overlooked or duplicated. All I need is for 1 civic minded person to call me and I'll be happy to assist up until I leave for Arlington on 7/2. I know that there are several of you out there that can easily handle this and your fellow members are counting on you to help make this happen. I just need you to contact me and let me know that you would be willing to help me out. Even if you have doubts about doing this call me anyway and we can go over things in greater detail to reassure you that it's really not that hard.

Call now. 925-283-3119.

Ken McKenzie

EAA 393 General Meeting

May 24, 2006

President Ken McKenzie welcomed members and guests.

Ken announced an open house at the Sonora County Airport on June 17-18.

Columbia Airport also generally has an event to celebrate Father's Day (June 18th).

Ken noted that the ORBIS Flying Eye Hospital (a DC-10) would be open at Southern California Logistics Airport on May 30-31 for the interest of any members visiting that area.

Watsonville is also having a fly in this weekend, May 26-28. They are giving a \$1 fuel discount to aircraft flying in.

He noted that Marina, near Monterey often has good gas prices.

The board meeting was reviewed; the board would like to resume ads in the Cleco, up to one or two pages.

Members were polled about the location of our annual picnic -- the Pleasant Hill park was favored over the Budget location. [Turns out the PH parks were already reserved, so Budget is the choice. - Ed.]

Pat Peters reminded members that Young Eagle flights were scheduled for this Saturday at 9 AM. There is a fuel donation for YE pilots, courtesy of Pacific States Aviation.

Pat also announced that there would be Young Eagle flights at the Golden West Airshow and Fly In -- come on up!

Pat also announced that **Tracy got married!** Congratulations, Pat, Evangeline, Tracy and Bridget.

Pat also announced that there are a bunch of kids at the Nut Tree (Vacaville) that want to fly and that there will be Young Eagles flights on July 7th. Mark your calendars and sign up with Pat.

Scot Stambaugh announced that our originally scheduled speaker, Dr. Toth, had a death in the family and his talk was being rescheduled.

Our speaker was Bruce Seguire who opened up his shop/hangar to demonstrate welding techniques for aluminum, and allowed members to get some hands on experience.

Bruce noted that another member, Doug Knight, was an Instructor in Welding -- another resource for our members.

Bruce then reviewed basic safety information. It is critically important to protect your eyes from the welding flame or arc. Nylon and Dacron both burn freely, so wear cotton or leather. You can get sunburned from welding, and TIG is worse than gas welding. Watch the pressures -- acetylene becomes unstable at 15 psi, and you only need 1 or 2 psi for welding.

For welding aluminum in particular, Bruce noted 3 points:

- use welding glasses that stop the sodium emission lines or you won't be able to see what you are doing.
- watch the acetylene pressure -- 1 or 2 psi and no more. You can get a lot of heat from that pressure.
- Use the right flux. There are all kinds of fluxes and 99% are aluminum brazing fluxes -- for a rod that will melt at substantially less temperature than the parent metal. For a real weld, you need to melt the parent metal. You need the flux to keep the aluminum clean. Aluminum oxide melts at about 3000 degrees F, while the parent metal melts at about 1200 degrees F.

For aluminum, the impurities rise to the top, so cleanliness is not so critical. (For gas welding -- TIG welding requires cleanliness.)

Dididium glasses do a good job of stopping the sodium emissions line from welding aluminum, but be sure to get glasses that also have adequate darkness. Visit a shop that has glasses for glass blowers for glasses. Bruce gets special glasses for \$100 or so -- cheap protection for your eyesight.

The ease of welding aluminum also depends on the alloy being welded. The 2024 series has lots of copper, so it is difficult to weld. The 50 series and the 11 series (pure) are good to weld. The 60 series is a little hard to weld.



Doug Knight is the expert on stainless welding and lots of other stuff. He noted that the electrical power typically provided in our hangars (20 amps at 120 V) is not adequate to weld aluminum. Bruce's welder is a "Lincoln."



After this introduction, the evening was given over to demonstrations and hands-on practice.



Young Eagles Flights

May 27, 2006

Pacific States Aviation

We had a lower than usual turnout of children who wanted flights, and, as it turned out, that may have been a good thing, as the air was quite bumpy and there were a few sick kids,

As usual, we had the excellent support of the ground crew, and the use of the facilities at PSA. PSA is again sponsoring the Young Eagle flights with a donation of fuel for the Young Eagle flights -- **Thank You PSA!**

There was a good turnout of airplanes.



Scot Achelis loads up his RV-6A



Scot Stambough fills his Cessna 310 twin



Bob Belshe briefs a YE next to his Lancair 235/320.



Duane Allen with passengers for his Cessna 182 RG.



Harvard Holmes helps a YE board his Mooney M20E.

EAA 393 Fly out to Petaluma

May 27, 2006

The fly out took place after the Young Eagles flights. Not all of the pilots were able to join us.



The Mooney, Cessna 182, and Lancair on the ramp.



Left: Tom Howard, Pat Peters, Nat Kingsley.



Duane Allen, Bob Belshe, & Pete Mitchell.

EAA 393 Board Meeting

June 1, 2006

Attending: Ken McKenzie, Guy Jones, Louis Goodell, Harvard Holmes

Plans for attending Golden West were discussed, as well as some lessons learned from past incarnations of Golden West.

It was noted that some board members tended to forget these meetings. **[Action item: KM will send email reminders.]**

Louis Goodell needs a list of people to omit from the paper mailing of the Cleco. **[HH volunteered for this action item.]**

Harvard Holmes requested a copy of the roster from Louis Goodell. **[Action item for Louis.]**

The Summer Picnic was the main topic of discussion. The feeling was that a local park was a better venue than the grassy strip between Budget and the airport fence. Guy Jones enlisted Duane Allen's wife Audrey to check on availability ASAP. (Duane was solicited because he's a resident of Pleasant Hill and residents get better rates on the park areas than non-residents.) [No space was available, so the current plan is to use the space behind Budget.]

We need to get the insurance forms sent to EAA National for this "event."

Ken McKenzie will not be here for the Picnic. He promised to select a Picnic Chairman ASAP. **[Action item for KM.]**

Guy Jones has a candidate for speaking at our regular meeting, an electrician who does panel wiring. Guy will pass the information on to Scot.

Treasurer's Report as of May 5, 2006

Savings: \$ 2622.89 Checking: \$ 1588.92

The Radar Screen

AirVenture (Oshkosh), July 24-30
<http://www.airventure.org/>

Reno Air Races, September 13-17
<http://www.airrace.org/>

Buchanan Field (CCR) Master Plan Update,
Thursday, September 28, 2006 at 7 p.m.,
Crown Plaza Hotel
<http://www.buchananfield-byronairports.org/ccrMPupdates/ccrMasterPlanUpdates.htm>

Others????

Report on Golden West Fly-In

Marysville, CA
June 9-11, 2006

by Ken McKenzie

Sometime things just don't turn out quite like you expect.

I had great expectations for the Golden West Fly-In this year as I set off Friday afternoon, a day late due to an unexpected deadline on my Solar project and the matter of an expiring \$17k rebate extension. After successfully negotiating my electrical inspection I was off for 3 days of

experimental aviation activities, Fly-In food, meetings and camping.

Thanks to Friday night commute traffic I arrived at the Marysville airport just in time for the Friday night dinner event. No speaker (it was rumored to have been Van of Van's aircraft planned) and no explanations. The food was good and there was much catching up to be done with old friends I hadn't seen for a year. I used to be intimately involved with the Fly-In and still knew many of the volunteers from the early days of the '98 & '99 events.

Then at 7:30 I was scheduled to attend a function put on by EAA headquarters chapter office. This was supposed to be a get together of local chapter presidents to brainstorm about problems and solutions that affect the chapters. There were a dozen or so people from the far reaches of northern CA. Including the leader of the Nut Tree chapter, who was also a former member of 393. (We didn't recognize each other but spent some time reminiscing about the good old days when Lyle Powell held forth at the 393 meetings and always had amazing things to share. These were the days of the composite vs. aluminum battles. Vans against the Lancairs and Glasairs.) The complaints were familiar, developers trying to close airports, management trying to force aircraft building off the airport, fund raising and membership growth. Some interesting ideas but in general no proven solutions to what seem to be universal problems. The headquarters' staff were new and enthusiastic. (The former representatives from years past were much more interested in feeding us the party line and much less interested in listening to our problems. This led to a much less useful meeting even though with big names in attendance the crowd was many times larger). I hope that this new breath of fresh air at headquarters prospers over the next few years.

Saturday morning dawns clear and bright and with just enough breeze to keep the temperature comfortable. I awoke to the sound of airplanes taking off and landing,

best alarm clock ever. I eat and by 9 AM am at my post working security at the main admissions gate. Security was short on volunteers this year due to the local CAP promising to provide help and then backing out with less than 1 weeks notice. Despite my best efforts I only managed to round up 2 volunteers for Saturday but they stuck around and helped out on Sunday as well. (Thanks to Stu Bowers (and son) a former 393 member.) I ended up spending most of the day manning the gate, checking wristbands and having the most enjoyable conversations with several of the attendees. I must confess that I didn't get to look at one home built airplane up close all weekend and I never missed it. I am not a people person by nature and my general view of humanity tends toward dim but this weekend restored my faith in the flying community in particular. With attendance down somewhat due to the Beal air show the week before (free and 5 miles up the road that included the Thunderbirds air show) the crowds were just great. I didn't run across 1 asshole the entire weekend. It was amazing. Nothing but positive experiences all 3 days. And this was mostly with the general public.

When I wasn't working security I took time out to help out the Contact! magazine booth in the exhibitors tent. For those of you unfamiliar with Contact! magazine it is a bimonthly devoted to experimental engines and related devices. It is filled with articles by people who have built and flown their own aircraft engines usually using converted auto engines. The process of conversion is illustrated in great detail. It also contains in-depth discussions of the theory and philosophy of aircraft power plants, safety and affordability. It is entirely supported by the subscribers with no advertising so it is completely unbiased. Unlike some other publications that purport to offer unbiased reports of product developments often accompanied by ads for the same products. It is published by a fellow from Southern CA as a hobby in addition to his regular work. He had his own Corvair conversion there as an example. I spent several hours giving

recommendations as a satisfied customer of almost 10 years to prospective subscribers.

Saturday night dinner almost didn't happen. One of my best friends from the old '98/'99 Golden West days was the lady who runs the food service operation. This involves arranging for food vendors in the food court and catering the Thursday and Friday sit down dinners. These went off without a hitch as mentioned previously. However when I approached her on Saturday afternoon around 2:30 to find out how things were going she informed me that an unnamed official high up in the organization that had been responsible for arranging the catering of the Saturday night awards dinner had just informed her that the caterer had been a no show and could she please arrange to provide the awards dinner for 60+ people in 4 hours? Well she managed, somehow, to make dinner appear only 15 minutes late and everyone seemed not to notice any problem.

The awards presentation was another matter. Same unnamed official presented the awards with nothing more than pictures of the winners on his computer (list of winners lost at last minute and no one had a copy). Also, no PA system.

The speaker was a U-2 pilot who spent the better part of 2 hours giving in extraordinary detail the accounts of his 20 year career flying the "most difficult" airplane in the USAF fleet and the only tail dragger as well.

This was the first year that our own Tracy Peters has not been involved with the Fly-In. For the past several years he has provided the leadership as Fly-In chairman for Golden West. This year, however he took some much deserved time off to get married and honeymoon (in Greece). Unfortunately, Golden West really suffered the loss. Things that have happened seamlessly in the past were nonexistent or poor efforts at best. The good news was nobody seemed to notice. People showed up in planes and cars, food was consumed, airplanes flew, exhibitors showed off their products, money changed hands and people enjoyed

themselves to a large extent. In general the show was a mess and everybody had a great time so go figure. The new fly-In chairman is a great guy and survived what must evidently have been a very steep learning curve and I expect that next year will be much closer to the seamless show that they usually put on.

So in retrospect, I didn't see any of the planes I expected to. I didn't get to talk to any builders that had finished their projects and flown them in. I didn't attend any workshops or forums to learn about aspects of aircraft building. I didn't get to go flying. But I had what might be the best time ever at a Golden West Fly-In.

Not exactly what I expected.

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Chapter 393 of Concord, CA**

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Meeting Schedule (2006)

General (Wed.)	Fly Out (Sat.)	Board (Thur.)
Jun 28	Jul 1	Jul 6
Jul 5-9, Arlington		
Jul 15, Picnic	Jul 29	Aug 3
Jul 24-30, AirVenture		
Aug 23	Aug 26	Sep 7
Sep 13-17, Reno Air Races		
Sep 27	Sep 30	Oct 5
Oct 25	Oct 28	Nov 2
Nov 15	Nov 18	Dec 7
Dec 9, Holiday Party at MDPA		Jan 4
Jan 24	Jan 27	Feb 1

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 7:30 PM 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. Visitors are welcome.

Chapter 393 Fly-Outs are open to chapter members and their guests. Meet at the Buchanan Field terminal building at 10 am, 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.

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