



Speaker UPDATE! Mar 28

[Updated from the printed Cleco - Ed.]

Brien Seeley, the President and one of the founders of the CAFÉ Foundation has become available to talk about the future of Personal Air Vehicles (PAVs).

The CAFÉ Foundation has agreed to conduct a contest among PAV contenders. From their website

http://cafefoundation.org/v2/pav_home.php

"Personal Air Vehicles (PAVs) are a new generation of small aircraft that can extend personal air travel to a much larger segment of the American population. As a solution to America's future mobility needs, NASA aeronautics developed the PAV concept to provide a more distributed and less centralized system of air travel. Near all-weather STOL PAVs will be able to transport people to within just a few miles of their doorstep destination at trip speeds three to four times faster than airlines or cars. NASA predicts that up to 45% of all miles traveled in the future may be in PAVs. This will relieve congestion at metropolitan hub airports and the freeways that surround them, reduce the need to build new highways and save much of the 6.8 billion gallons of fuel wasted in surface gridlock each year.

To stimulate rapid innovation and progress in PAV performance, NASA Centennial Challenges has funded \$2M in cash prizes for a flight competition called the PAV Challenge. The PAV Challenge is modeled after the "X Prize" and will be held annually at the CAFE Foundation's Flight Test Center. CAFE is honored to have been selected by NASA as the flight test agency for this competition. The first annual PAV Challenge will begin August 4, 2007 with a prize purse of \$250,000."

Presidential perspective:

Switching Hats

This last Saturday I had the opportunity to be the speaker for the monthly meeting of the San Jose Ultralight chapter, 110. It was a fascinating opportunity to experience what another club's meeting is like. It also gave me the chance to experience what a chapter social event could be. Linda and I were invited to participate in a BBQ hosted by the San Martin FBO, Magnum Aviation at South County Airport. The BBQ ran from 11:30am to 1:30pm, followed by the chapter meeting. The turnout was about 35 members including 3-4 wives. The FBO also provided the facilities for the meeting that is usually held at the Wings of History Museum on the opposite side of the field. In many ways this was very much what I imagined the small town EAA chapter to be like as referenced in my column last month.

The first thing that they did was vote to approve the minutes of the last meeting as published in the newsletter (something that we should probably be doing).

Next there was a pitch by the FBO for suggestions on how they could support the Ultralight/LSA pilots and planes. Things such as, engine parts and service for their unique power plants, general airframe repair and modification, welding and sheet metal services with some very general instrument services. The FBO was most interested in helping the EAA'ers become satisfied customers. What a completely different environment from Buchanan.

One thing to keep in mind regarding this airport, this is your basic uncontrolled field. One runway, lots of hangars and every type of aircraft from Ultralights, Experimentals, certificated aircraft up to and including small

jets. In case you missed the press release, San Martin (aka South County) received the first Eclipse jet off the assembly line last December. The FBO had many press clippings on display regarding the event.

There was to be another speaker as well from the regional Flying club, The West Valley Flying Club, however they were a no show.

Apparently they regularly have multiple speakers in a sort of mini talk and major talk type of format. They don't seem to have anything like our member introductions.

Next on the program was "yours truly". I had been tapped at the last minute by my new colleagues at the Golden West Aviation Association, as a last minute substitution. The goal was to interest as many Ultralight pilots as possible in attending the show and to hopefully spread the word about how much fun the event is and thereby increase future attendance. It had been many years since I last spoke in public about Golden West. But I somehow managed to fill up the 2 hours allotted and answered most of their questions. I especially managed to become much more informed as to the needs of the Ultralight fliers. I now have a lot of new information to take back to the Golden West group so we can be much better prepared to accommodate their unique needs.

All in all, it was a most excellent way to spend a Saturday afternoon.

B-17 update

Everything is on track now for the B-17 visit. All the paperwork has been submitted.

Volunteers have started signing up. More volunteers are needed. Please see me at the meeting to sign up or call me or email me, it's all good.

Just make sure that you don't miss this unique event. I can't remember the last time Aluminum Overcast was at Concord, but it has been a while, I know that much.

The dates are still 4/30 thru 5/3. That's Monday noon through Thursday morning with the majority of the action taking place on Tuesday, 5/1 and Wednesday, 5/2. Flights, ground tours, souvenir sales and the

chance to see this interesting piece of history in operation up close. Don't miss it.

Fly Outs Revitalized by Scott Achelis

Over the past several years, many members of our Chapter have enjoyed participating in monthly "Fly-Outs" for lunch. The chapter has a new email address dedicated to the notification and coordination of all Fly-Out activities:

EAA.393.flyouts@gmail.com. Flyout coordinator Scott Achelis said that his goal is to get as many chapter members to be able to participate each month as possible.

"Having a dedicated email address for the fly-outs should make it easier to help both pilots and passengers enjoy one of the really fun social aspects of being a 393 member --joining in on the proverbial 'One hundred dollar hamburger'" coordinator Scott Achelis said. Here's how it works:

- Flyouts are scheduled on the 1st Saturday following our monthly meetings (which are held on the 4th Wednesday of the month).
- The Flyout destination will be sent via email to all members a couple of weeks prior to departure: **March 31st we are going to Half Moon Bay Airport (HAF).**
- All members interested in going on the trip – whether as pilots or passengers – should reply directly to the email so the flyout coordinator can match passengers with planes, and so we can get an accurate "head count" and make arrangements at the destination airport restaurant.
- Be sure to check your email early Saturday morning, the day of the flyout, to confirm that there's a seat for all passengers, that the weather's forecast to be decent VFR, and that the trip's still scheduled.

In the past, prospective passengers & pilots have met at the Terminal Building and hoped to connect, and that's still a viable way to join the Flyout. However, if you are able to do a bit of pre-planning by using the dedicated email address it may help avoid any Saturday morning disappointments. Scott can also be reached at 925 935-7920.

EAA 393 Young Eagles Dates

by Dick Sperling

Mark your calendars now!

- May 5th, Pat Peters in charge! (Sperling out of town.)
- June 9th (July 14th is weather alternate date)
- Aug. 25th, combined with the Fly out (Sept. 8th is the weather alternate date)
- Oct. 6th
- Nov. 3rd

See February's Cleco for event details.

Onward and Upward!

AeroElectric Connection Weekend Seminar with Bob Nuckolls

April 21-22, Sonoma Skypark

Darrel Jones writes:

I've been corresponding with Bob Nuckolls about having him come out for a seminar at Sonoma Skypark on the weekend of April 21-22 on homebuilding, aircraft electrics, electronics and avionics. It will be two days over the weekend, and costs \$150, with the book an additional \$20. We have the minimum of 20 people registered for him to fly out. We have seating for forty to fifty participants.

Instead of trying to describe what the seminar covers, I'm referencing his web page, which you can open with your web browser. I want to get the word out to the other local EAA chapters also, so I am asking Chapter 1268 members who also belong to those chapters to announce the seminar at the next meeting or get it into their newsletters.

View Bob Nuckolls introduction to these seminars at:

<http://aeroelectric.com/seminars/seminars.html>

Please register for the seminar by going directly to

<http://www.aeroelectric.com/seminars/Sonoma.html> and filling in your information. The seminar is being held in the Sonoma

Skypark EAA Chapter 1268 clubhouse at Sonoma Skypark Airport, **0Q9**, 21870 Eighth Street East, Hangar B-5, Sonoma, 95476. We will serve lunch both days for a small donation and will have a barbecue at the airport Saturday evening after class. Coffee and pastries will be waiting each morning.

Thanks,

Darrel Jones, Chapter 1268

Norm Spitzer passes away

Long time EAA Chapter 393 member Norman Spitzer passed away in January at the age of 88. He is survived by his wife Jean and two daughters
<http://www.sfgate.com/cgi-bin/article.cgi?file=/c/a/2007/02/04/BAG36NUI881.DTL> Among the dozen or so planes that he had, he built a VariEze and a Glasair. His wife says the VariEze was her favorite.

Seabird Colony Protection Program

The Chapter recently received a package of materials from NOAA's Gulf of the Farallones National Marine Sanctuary reminding pilots that seabirds are sensitive to aircraft disturbance. A summary of the regulations and a map of the sensitive areas can be found at

<http://farallones.noaa.gov/ecosystemprotection/mapsandregulations.html>

Central Sierra Helicopter Meet

Friday - Sunday, May 4-6, 2007

Groveland, CA. <http://www.cshelimeet.com/>

EAA 393 General Meeting

February 28, 2007

Announcements

Harvard Holmes polled the audience for Holiday Party preferences: the poll was somewhat in favor of the Pyramid Alehouse for the location. [At the subsequent board meeting, a review of the limited space

available led the board to settle on using MDPA/Sunrise Catering again. - Ed.]

Ken noted that his February President's Perspective had generated a response from the Airport Administration regarding the issues of a fence around the airport. A poll of the members showed considerable support for the security that the fence provides. So, Ken will let that issue lie dormant. [An off line discussion with the newsletter editor noted that this is a good opening for dialogue with the Airport Administration on how to attract new pilots -- the point of Ken's objection being that the fence creates a psychological barrier for people who might become new pilots. - Ed.] On the topic of hangars, comments from the audience revealed that hangars are in short supply at most of the "inner" Bay Area airports. Moving farther out, e.g., Napa, there is more hangar availability and lower prices. [Nevertheless, hangars at CCR are about \$100/month more than they are at Oakland. - Ed.]

Introductions

Carl Olson is here from Livermore. He likes the Cleco and some of the Chapter attitudes better than those at Livermore. He notes that CCR hangars are \$60/month more than those at Livermore. He has a Danish 1947 KZ7, which he brought from Denmark. As a one-of-a-kind in the USA, it is registered experimental. It is all wood, with a tube and fabric fuselage. It is being rebuilt after a mishap in Elko NV; he had to trailer it back.

Dave Walters is a new member. Welcome!

Harvard Holmes is flying his Mooney and working on a Lancair IV-P.

Peter Degl'Innocenti has a ¾ scale P-40 project. He is working on the landing gear retract mechanism. It uses sprockets and chain.

Don Baldwin is working on a Sonex. He's currently doing electrical work. His radio has way too many connectors on it! He also has to remodel the nose bowl

because he added fuel injection to his engine and now it is two inches wider. Don is again going to drive to Oshkosh this summer and take his Suburban and trailer. It's about 1800 miles each way. He is looking for riders to share the expenses and driving. Previous year's costs were about \$500 for the trip -- this year it will be more.

Mark Simmons (sp?) is here for the first time -- welcome!

Ron Robinson is flying his Glasair I RG. It has 1200 hours in 15 years and is doing fine. Recently he replaced the electric fuel pump and a micro switch.

Bill McCoy is a returning member -- welcome! He is now the area sales representative for the Groen Brothers Hawk series of gyroplanes. He is also associated with the MTZ Auto Repair racing team marketing effort. The racing car could be displayed at our Young Eagle events.

Charles Hester is new -- welcome! Charles does not yet have a license or a plane. He worked on avionics in the service. He is interested in amateur-built projects. Scott Achelis took him for a ride.

Mr. Henshaw (sp?) is new to the chapter but has been an EAA member for 40 years. Welcome! He had a Benson Gyrocopter, but did not fly it. He also had a BD-5, which was destroyed in a house fire. Five years ago he started an RV-8A, but suffered from a lack of space. Now, with the medical situation, he's looking at LSAs or motorgliders.

Scott Achelis is the fly out chairman. He's got an RV-6A with an annual in (slow) progress.

For the fly out, we had a good turnout at Watsonville last month and the March 3rd fly out is to Los Banos (park at the south end and walk across the street to Ryan's Place).

For the fly outs, people can meet at the terminal at 10 to 10:30 or they can depart from their hangar and meet at the destination at noon. Let Scott know if you are coming so he can:

- alert you if plans change,
- make reservations at the restaurant,
- match up seats and guests.

Keith Martz has a Comanche. The annual is finished and it is flying great. He enjoyed the last flyout. He has a Glasair that he's not going to finish and he would sell it. It has the frame, windshield, doors done and all the parts, but no avionics and no engine.

Bill Reining is a new attendee -- welcome! He was a navy P-3 pilot, then Lockheed Martin, and now retired. He's flying a Cherokee 180 and his son's Citabria. He's building an RV-10, and now working on the tail cone. He has some talent with electronics.

Rick Bourgeois is a new member -- welcome! He's working on a Bearhawk.

Gene Stangel is working on a Glasair II RG. The next two tasks are the windows and the engine. He hopes to have it flying late this year. He moved from CCR to Napa about 3 years ago. Napa treats him much better than Buchanan used to. His hangar rent is \$285/month, the hangar is larger and has a concrete floor and skylights. They have given him 220 v. power. Napa is actively building more hangars for small piston powered planes and they will be ready in 6-8 months. It's quite a different atmosphere.

Pat Peters is flying a Cherokee. He's working on an RV-6A. He passed the county hangar inspection! He only needed to move the power outlets 5 feet off the wall and re-hang the lights. He's paying \$345 for his hangar.

Dick Sperling is the Young Eagles coordinator. He's looking at dates for Young Eagles Events.

Rick Lambert is the Chapter Technical Counselor. He is working on an Europa and is currently rigging the wings.

Ernst Freitag is flying an RV-8 and is building an RV-10. He has the tail and the wings done. The fuselage section arrived today.

Scot Stambaugh has a 2 ½ year old F1 Rocket and a 1967 Cessna 310. A new business has kept him too busy to fly for almost 6 months!

Jim Veatch has a Kitfox VII and he has just completed the instrument panel.

Presentation

Rick Lambert gave us the low down on a number of rigging issues. First of all, the motivation for correct rigging is a safe first flight. If you get the rigging right, the plane will fly straight on its first flight. The second motivation is to get the performance that is intended in your design. Rick related a story about two Glastars that flew together, but one needed a power setting of 2400/24 while the other needed only 2100/20. The difference was rigging.

Rick's "rules":

- Set up the airplane level on all three axes during construction. This is worth spending some time on to get it right.
- Don't use a water level (tube with water), especially a small diameter tube. Friction will keep the water from responding rapidly enough, and surface tension may keep the water from reaching equilibrium at all.
- If you have one thing out of rig, it will lead to more stuff out of alignment.
- Definition of rigging: the alignment of all the major parts as they are attached to the fuselage. It does not just include the moving surfaces.
- Don't use a carpenter's level. The curved vial that they use is not very sensitive.
- Do use a torpedo level with a straight vial. These are more sensitive.
- Best of all use a machinist's level -- Rick has one that is sensitive to .0005" per foot.
- Make an adjustable wedge out of simple aluminum pieces. Then you can use a level to check things when the wedge is set to the correct angle.
- Inclinometers (a frame with a weighted rotating dial) are useful for checking angles down to about ½ degree.
- Use a lot of plumb bobs.
- You need to lay out lines on the floor of your building area. Don't try to measure things out in space.

- For a square line, use the 3, 4, 5 rule.

Questions and comments:

- Q: How do you tweak things?
A: Get it right as you go...
- Q: When jiggling the wing, it springs away. What to check?
A: Check that the cradle is straight.
- Q: Can you pull the twist out of a wooden wing with the covering?
A: Yes, and also with the rigging wires that many wings have.

Rick noted that the Lancair IVs can be treacherous if they are not rigged correctly, because the wing stalls so abruptly.

The RVs are easy to rig. They have good plans.

The Europa is difficult to build because the certification means no updates to the plans.

EAA 393 Board Meeting

February 6, 2007

Attending: Ken McKenzie, Louis Goodell, Dick Sperling, Harvard Holmes.

1. The B-17 event is in need of hotel recommendations.

2. For our Holiday Party the Board heard input from Harvard and Louis about the facilities at the Pyramid Alehouse. The primary concern is that of the two spaces available at the Alehouse, the smaller one is a bit too small for us, especially as our membership seems to be growing. It is a little bit smaller than the space at MDPA, which has already been noted as cramped. The larger space at the Alehouse has a food charge minimum that, for our size gathering, would be about \$45+ per person. This was deemed too expensive.

The choice of MDPA also gives us more freedom to accept donations for wine and desserts. While the prices at the two venues are very similar, the possibility of donations available at MDPA generally results in a somewhat more cost effective arrangement at MDPA than we could arrange at the Alehouse. At the Alehouse,

there is a \$1 charge per person to bring your own dessert. At MDPA, the caterer gives us a discount of \$1.50 if we bring our own dessert. This is a \$2.50 incentive to use MDPA. Similarly, the Alehouse has \$20 bottles of wine, or a \$10/bottle corkage fee. At MDPA we have more flexibility.

In the end, it was a difficult decision, but the Board decided to host the Holiday Party at MDPA for at least one more year.

3. Ken McKenzie noted that the B-17 event will be hosted at Sterling Aviation. He had approached PSA first, but, for some reason, they were not responsive. Sterling, on the other hand, was very supportive.

The B-17 will arrive Monday at 12:30 PM, and depart Thursday at 10:30 AM.

4. The Young Eagles dates are noted elsewhere in the newsletter. There was a discussion of Boy Scout participation in Young Eagles events. The Boy Scouts could be an important source of Young Eagles. Dick noted that it was Boy Scout policy that only standard certificated aircraft be used to give rides at official Boy Scout functions. It is possible to give the Boy Scouts the training necessary for their merit badges without the rides. Also, there are usually enough standard certificated airplanes at Young Eagle events to accommodate the Boy Scouts in them.

It was noted that Bill McCoy had offered the use of one of the race cars from MTZ as an attraction during Young Eagles events.

5. Harvard Holmes was asked to provide printouts of B-17 posters off the web for posting in the Terminal at CCR. He will also do some updated pictures for the EAA 393 display case.

EAA 393 Fly Out to Las Banos

March 3, 2007

This got off to a sluggish start with only two pilots responding to Scott, but when Rob Hadley showed up at the Terminal, he took his plane with room for two passengers.



Rob Hadley brought his son Ian and Dick Sperling and Tom Howard



Walking out the gate.



Lunch for eight!



Ron, Dick, Tom



Rob & Ian



Bob Belshe with Harry Heckman and Ron Robinson with Harvard Holmes



Altamont Pass Wind Farm

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

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Meeting Schedule (2007)

General (Wed.)	Fly Out (Sat.)	Board (Tue.)
Mar 28	<i>Mar 31</i>	<i>Apr 3</i>
Apr 25	<i>Apr 28</i>	<i>May 1</i>
May 1, 2 B-17 at CCR (Sterling Aviation)		
May 5, Young Eagles (Pat Peters)		
May 23	<i>May 26</i>	<i>Jun 5</i>
Jun 9, Young Eagles (Dick Sperling)		
Jun 27	<i>Jun 30</i>	<i>Jul 3</i>
Jun 29,30,Jul 1 Golden West Fly-in, Marysville		
Jul 21, Picnic	<i>Jul 28</i>	<i>Aug 7</i>
Jul 23-29, AirVenture at Oshkosh		
Aug 22	<i>Aug 25</i>	<i>Sep 4</i>
Aug 25, Young Eagles (Dick Sperling) & Fly Out		
Sep 26, Nominations	<i>Sep 29</i>	<i>Oct 2</i>

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.

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.

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We are on the Web!
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