



Speaker September 26

Aircraft Wiring Basics by Scot Stambaugh.
A review of planning, preparation, tools and techniques needed to wire your airplane.

Also note that this meeting will have **nominations of officers** for the coming two year term. You may nominate candidates at the meeting (please be sure that they will serve before you nominate them).

Upcoming Topics

Dates and topics may will change!

Oct 24: Oakland FSDO

FAA Certification for Experimental Amateur-Built Aircraft – paperwork and regulations.

Nov 28: Ken McKenzie

Converted Automobile Engines for your aircraft.

NOTE: Our V.P. is working to replace one of the upcoming meetings with a presentation by John LaNue on building the Vickers Vimy.

Dec 8: Holiday Party, MDPA, 6 PM

Photo Gallery on the Web

See Alaska pictures from Harvard and Sara Holmes' trip on the web.

This is now operational in DRAFT mode. Send your pictures to Harvard with a file name and description that describes the picture. Let Harvard know if you like/use this feature.

Presidential perspective:

Getting Back into Flying

Now that I'm finally getting going on the GlaStar project, it means that I also have to get ready for the day that I finish it and the inevitable 1st flight that is the goal of the building process. That means getting my flying skills back to where they were when I last flew as PIC, over 9 years ago, by the time I need them to be ready for that 1st flight. And by back I mean proficient with the type of aircraft I'm building. I'm not sure if any of you have noticed but there aren't that many GlaStars nearby that are for rent.

Now there was a time when I was quite proficient in both the Cessna 172 and 150. Well, as proficient as a pilot with a grand total of 120 hours can be. Now I have no doubt that the GlaStar flies much differently than any Cessna but at least they're both high wing, tractor, tricycle gear and single engine. I figure short of someone offering me their GlaStar for a few months, a Cessna 150/172 might be as close to the GlaStar as I'm likely to find.

As luck would have it I just happen to know someone who recently purchased a Cessna but isn't a pilot yet and therefore needs to have someone fly him around in his new airplane.

So after 9+ years I've made an appointment with my ObGyn (also an FAA ME) to renew my 3rd class medical. I've talked with my old instructor about getting current and I'm now looking at my 1st BFR since 1997.

I've decided to start at square 1 by acquiring both of the ground school books, basic flight maneuvers and a current copy of the FAR/AIM. This involved a brief Internet

search for my favorite publisher's ground school course books. Naturally they were available from several sources but oddly enough they were 25% cheaper from: <http://www.mypilotstore.com/> as compared to the publisher's online store. Based on this purchase I would not hesitate to recommend them for all manner of pilot supplies. YMMV. So now I'm cramming an entire ground school course into just a few weeks in anticipation of getting back into the air. I figure that I should be comfortable enough to start my chauffeur duties after 5-10 hours of instruction.

It will be interesting to see how much has changed in the last 9 years especially so given the changes owing to 911.

The hardest adjustment so far has been confronting the panel that exists with the panel I've been building in my head for the GlaStar over the last few years.

Here's what I've been imagining:

- EFIS: (Blue Mtn 10.4" dual screen display) w/synthetic terrain, built in GPS, WAAS, traffic & EIS, with full control over radio and autopilot
- Dynan EFIS (w/internal battery) back-up
- No steam gauges
- AOA system
- Radio: 760 channel dual flip flop, handheld back-up
- Nav: GPS only (ok maybe a compass to keep the FAA off my ass, no VORs)
- PMA intercom w/pilot isolate

Here's what I get:

- Steam gauges ('66 non standard location) important gauges all over the panel
- 2 single channel radios, one w/VOR
- Portable GPS
- 2nd VOR w/ GS (3 1/8" combined unit)
- Marker beacons
- Standard intercom

As you might have guessed this plane has everything necessary for current IFR operation, however it does require a lot of familiarity and is a long way from the panel

that would allow for a light workload. In other words, a good plane for relearning basic flight operations.

So far I've managed to look over the e-mailed list of BFR quiz questions that my instructor sent. I'm supposed to look up the answers and so be able to discuss the topics in person.

I've also spent an hour or so going over the airplane and various systems including a half hour or so listening in to the ATIS and tower/ground communication. All necessary to get back into the routine of operating out of the bay area's 4th busiest airport, Buchanan field.

As I understand it, it is not uncommon for builders to lose touch with their flying skills during the building process. That is unless they are fortunate enough to be able to afford a flying plane along with the cost of building a kit.

As for myself, most all my flying was done with the NRI flying club, based at Buchanan, right after I received my license. However, when I got involved with the Golden West Fly-In, I found that I had little time for flying and eventually quit the club. Like all great clubs they have a long waiting list such that I could not rejoin in any reasonable amount of time currently.

So now I find myself trying to make the jump from just reading about flying in magazines and the Internet over the last 9 years to actually doing it. We'll see if it is anything like riding a bicycle (if bicycle riding was governed by a federal agency that expected you to know and follow 638 pages of rules and procedures in very small print).

From what I've been given to understand flying now is mostly about following rules and guidelines and only marginally about the actual mechanics of pilotage. Whatever the situation, it should be an interesting challenge. Especially since it leads to finally flying a plane of my own creation, my GlaStar.

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.

This month's Fly-out is scheduled for Saturday September 29th. We plan to go to Mariposa – Yosemite (MPI) airport and eat at the Airport Inn Café, located directly across the street.

In October, we'll travel north to Little River Airport (048). We will be met by former member (and current Mendocino resident) Chris Kenyon who will have food available for us. Watch for details in next months Cleco.

November's Fly-out is scheduled for December 1st. Bill McCoy is planning on an enhanced visit to Salinas Airport (SNS) following lunch at The Landing Zone Restaurant.

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

Our next Young Eagles Rally will be held at PSA on October 6. Please mark your calendars now!

Report time: 08:30AM

Registration: 09:00AM to 1:30PM

All flights end at about 2:00PM

We will need: ALL HANDS!

Onward and upward. Thanks, Dick Sperling

Congratulations to all members of EAA Chapter 393 on our August 25 Young Eagles event!

The weather at Concord Buchanan Field cleared at about 10AM and we started with a backlog of about 23 Young Eagles waiting since 08:30AM for their first airplane ride. I

had 6 aircraft (Achelis, Belshe, Holmes, Peters, Snider & Tiritilli) on line ready to charge into the blue with the precious Young Eagle passengers. My 10 ground volunteers (Rich, Sherry & Cody Moore, Pete Mitchell, Guy Jones, Ray Nilson, Richard Bourgeois, Tom Howard, Bill McCoy & Marilyn Sperling) were on hand to add order to the day. That made me one very busy person!! When the day was over we had taken 42 new Young Eagles for rides! Two of those Young Eagles were Boy Scouts completing their Aviation Merit Badge and we also gave rides to one young man over the age limit plus our special guest, photographer Susan Wood. A whopping total of 44 passengers! We were all hungry and tired when the day ended after 1:30PM with much deserved pizza.

This was a major accomplishment for Chapter 393! I want to thank the volunteers for making Saturday another successful Young Eagles Rally. Clearly, it is the collective dedication of all who helped make this a great day! You all can be very proud of our program!

Thank you all for your dedication to the Young Eagles Program.

Best, Dick Sperling
Young Eagles Coordinator
EAA Ch.393, Concord, CA

P.S. See:

<http://www.SusanWoodPhotography.com>
(password provided via email) for an extensive visual presentation of our event.

Photographs below by Tom Howard.





EAA 393 General Meeting

August 22, 2007

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

Announcements:

Our biannual election of officers is coming up. A nominating committee has been appointed, including Guy Jones, Dick Sperling, Scott Achelis and Ernst Freitag. Several existing officers are willing to continue serving. Nevertheless, nominations for all officer positions are solicited.

Say NO! to user fees. Now is the time to contact your congresspersons and senators

to let them know where you stand on this issue.

The Chapter has received a reminder of coastal overflight zones from the FAA, where aircraft are restricted to 1000' AGL and above. These are posted on the bulletin board in the old Terminal building.

The EAA Napa Chapter president has requested support for homebuilt aircraft displays for the Napa Airport day on September 1. Pilots who volunteer their aircraft for display will get a free lunch. The event goes from 10AM until 3:30PM and includes warbirds, classic cars, CHP aircraft and local organizations. The public will judge their favorite airplane. They are also looking for Young Eagle pilots.

Presentation:

Scot Stambaugh introduced Glenn Diefenderfer from the Oakland Flight Standards District Office.

Glenn is a FAAS Team Program Manager, a Flight Standardization Program Chairman, and holds several other positions. He is a retired Airline Captain, and US Navy Flight Instructor. Yesterday, he was pilot of a Cessna 182 (along with a CFI – required by FAA regulations).

Glenn covers the Bay Area, up the coast to Crescent City, and inland to Stockton and Lodi. He works with Airworthiness Inspector Guy Minor.

Runway incursions are an FAA priority. FAA operates the RIIEP (Runway Incursion Information Evaluation Program). This program encourages pilots and mechanics to report runway incursions with the goal of finding the root cause of why they happen. This is not an immunity program, but you should feel free to make reports without fear of sanction.

He defined:

- Runway Incursion: an event that involves a loss of separation with an airplane landing or departing.
- Runway Deviation: an event that involves an aircraft that is not landing or departing.

- Surface Incident: an event where other aircraft are not present.

They get reports daily, for example:

- Charlotte, NC: 737 landed 36R
- Dallas: an airport vehicle
- Chino: Mooney departed 8L without clearance
- SFO: crossed runway without clearance

The runway environment is complex. You should have an airport diagram with you when you taxi. There is always stuff happening – at O'Hare they are moving runways around.

The RIIEP program will be running for another 24 months. If you are involved in a runway incursion incident that is reported by the tower, the FAA will call you. You may want to volunteer for the RIIEP program. This program is not an enforcement program. Some things will disqualify you for the RIIEP program, such as multiple incidents, a "bad attitude," etc.

The FAA has released new booklets on these issues. There is a GA booklet. Glenn noted that incursions are caused by all classes of pilots, not just GA pilots, and controllers as well. You may want to consider CRM – crew resource management ["crew" includes passengers for GA pilots – ed.].

Some additional material: see FAASafety.gov and review the new Wings Program. The new program started July 1, and the old program will end December 31, 2007. The new program is on-line and focuses on proficiency rather than just a time based approach. This is a big change. The program now has three levels: basic, advanced and master level. The Basic level will satisfy the BFR requirements.

Glenn showed a video illustrating many of these concepts and providing more examples of actual runway situations.

We thanked Glenn Diefenderfer for his educational presentation and took a break.

Introductions:

Ray Nilson is building an RV-9 with an Eggenfellner engine. He has been getting

help from Bill Black and John Cicero. The wings, ailerons, flaps, etc. are on. The landing gear is next, then the fuel system.

Harvard Holmes is flying a Mooney and working on a Lancair IV-P. He just returned from a trip to Alaska and pictures are on the web site.

Fritz Henshaw recently spent a week at the PAV challenge. Now he wants to build a Pipistrel motorglider. This is the aircraft that won the PAV competition with an 80 HP Rotax 912. It was certified last December in Europe and is available as a kit. The Virus model has 41' wings. The takeoff over a 50' obstacle is 760' or so. It is built of carbon fiber. The kit is \$70,000 and would be registered as an experimental. The finished aircraft is \$90,000, but would have to be registered as an experimental exhibition.

Ron Robinson is flying his Glasair I RG once or twice a week. He plans to go over to United Airlines in SFO to participate in an event for the Blue Angels before the Fleet Week flights.

Bill McCoy has received boxes and boxes of new forms for membership, brochures and other material from EAA. The car that EAA 393 sponsors had a fantastic race on Saturday, but took 2nd. There was a Chamber of Commerce night event with Pleasant Hill, Concord and Antioch there.

Charles Hester and Bill McCoy are looking for a ride to Buckeye, AZ to buy a Sparrowhawk (an autogyro by Groen Brothers Aviation). The aircraft has 2 seats, goes 100 mph, has a 350 mile range, and a 21,000' ceiling.

Bob Belshe has a Lancair, which he bought in 1995. He installed an upgraded engine and it has been wonderful with no problems. Bob noted that the AOPA Safety Foundation has an on-line course on runway markings – it's worth an hour of your time.

Phil Jenkins has a Glasair II RG, which he completed in 1994.

Peter Degl'Innocenti is working on a replica P-40. He has been working on the gear legs and retraction system for about 2 years, and is nearly completed with this

portion. He went to Oshkosh with Steve Snyder. Steve did the takeoffs and landings and Peter did most of the rest. He is getting back in the flying "groove." They arrived late Friday before the show and stayed with a replica fighters organization.

Carl-Erik Olsen is working on a Danish KZ-7. He is rebuilding it after a crash about 2 years ago, and is finally finding the time to work on it. He expects 3-4 years to taxi.

Charles Hester now owns a Cessna 150. It has a 400 hour engine (10 years ago). It has an oil leak and the alternator needs work. It will need a pilot – at least until Charles completes his pilot training.

Bill Reining went to Oshkosh for the 4th year in a row. His son joined him for part of the time. He went on Midwest Airlines to Milwaukee and then took a rental car for the one hour drive to Oshkosh. Bill is building an RV-10 with his son. They spent a lot of time with vendors. He was impressed with "vertical power" – an intelligent electrical system with all solid state controllers, displays and sequencers. pre-start, takeoff, etc. His RV-10 project is stalled waiting for work space.

EAA 393 Fly Out to Truckee Tahoe

August's Fly-out was held on September 8th, when several 393 members flew to Truckee to enjoy a \$5.00 pancake, bacon & egg breakfast hosted by Chapter 1073. Two large fires blanketed the Valley with smoke and haze that limited visibility; however the skies were clear above 7,500'. Among the attendees were: Scott & Andrea Achelis, Bob & Sally Belshe, Ron Robinson with Tom Howard, and Phil Jenkins with Doug Borchette. Randy Alley, who has a cabin in the area, met us at the airport.



New Membership Activities by Bill McCoy

Bill is out of town dealing with a death in the family and other family health issues this month.

He will return next month with recruitment activity ideas from other chapters.

EAA 393 Board Meeting

September 4, 2007

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

1. Louis Goodell reported \$2643.81 in savings and \$2748.05 in checking.
2. Scot Stambaugh reported that he is working on John LaNue to speak on "Building the Vickers Vimy," but had not been able to arrange anything definite yet.
3. Dick Sperling reported on the Young Eagles event on August 25. See the summary elsewhere in the newsletter.
 - 3.1 We had trouble operating the computer that was intended for the Young Eagle certificates. He will put the software on a "thumb drive" so it can be run on most any Windows computer.
 - 3.2 Ground volunteers and pilots need to be easily identified by the public. One option is to get more red shirts for the ground crew and pilots that need them. Ken noted that another option is to use vests like those used at Golden West.

These would be even more visible, and could be used by any ground crew or pilot, since they do not have names on them.

4. The Nominating Committee (Guy Jones, Ernst Freitag, Dick Sperling, and Scot Achelis) reported that there were candidates (at least one) for each position, either a returning incumbent or new blood.
5. There was discussion of the recent Bonanza crash at Cameron Park that was caught on film by a news channel. Should we provide a link to it on the web page? It was pointed out that stuff like that can be quickly removed as the news becomes "old." Should we cache it? Copyright issues probably prevent this. <http://www.youtube.com/watch?v=WLkW6ktt6V8>
6. The last Young Eagles event ran over and pre-empted the fly out scheduled for the same day. Ken feels the fly out is more relevant for most Chapter members and would like to avoid this in the future.
7. There was discussion about hosting an organizational meeting of Golden West on September 22. [Postponed until October 20.]

Advertisements

CCR hangar space (west side) available for a project/small a/c \$210/mo.

Pete Wiebens, day 510-632-7676x1174, eve 925-933-7517

ZENITH CH601XL Tail Dragger QUICK BUILD Kit -- Immediate Delivery

<http://www.silverskyaviation.com/pages/aircraft-kit-for-sale.html>

Zenith CH601XL QB, tail wheel, wheel fairings, wing lockers, dual control sticks \$25,430 plus shipping, crating, and state tax if required. (Ships from Chandler, AZ)

480-785-5192 or 866-498-8276

Peggy Thomas, Silver Sky Aviation
(Distributor for AMD & Zenith)

Stellar Airpark
4151 W. Lindbergh Way
Chandler, AZ 85226

Thanks to our Donors and Sponsors



Alpine
Pastry & Cakes

2693 Clayton Road, Concord Ca. 94519

925 689 7220 or 676 5800

www.alpinepastry.com

MTZ Auto Repair

ASE Certified Warranty Technicians

Family Owned and Operated
889 Howe Rd.
Martinez, CA 94533

Lifetime Oil Change ~~\$149.95~~ \$119.95 (EAA 393)
Never Pay For Another Oil Change
For As Long As You Own Your Car

COMPLETE AUTOMOTIVE
SERVICE AND REPAIR

mtzautorepair@sbcglobal.net

925-228-9672

The Experimental Aircraft Association Chapter 393 of Concord, CA

P.O. Box 272725
Concord, CA 94527-2725

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

Thanks to our Donors and Sponsors!



Larry E. Rohrbacher
Line Service Manager

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



Pacific States Aviation
51 JOHN GLENN DR.
CONCORD, CA 94520
(925) 685-4400 FAX: 687-2434

www.pacificstatesaviation.com UNICOM - 122.95

Meeting Schedule (2007/2008)

General (Wed.)	Fly Out (Sat.)	Board (Tue.)
Sep 26, Nominations	Sep 29	Oct 2
Oct 6, Young Eagles (Dick Sperling)		
Oct 24, Elections	Oct 27	Nov 6
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 23	Jul 26	Aug 5

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

