



April 28, 2010 Chapter Meeting

This Month's Speaker

NOTE: This month's talk was scheduled to be on Glider Training & Flying the Appalachian Mountains. Due to the Icelandic volcano, our speaker is still stuck in Frankfurt, Germany and scheduled to fly back Tuesday. Since he is over a week late returning to work he has canceled.

Can anyone help out with suggestions of a replacement speaker or a contact?

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:

- American Chop Suey (Ziti pasta, ground beef, onions, bell pepper garlic & tomato sauce)
- Garlic Bread
- 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:

A packet of forms seeking nominations for national EAA awards arrived in my mail earlier this month, from EAA headquarters. Nominations are requested for outstanding Newsletter Editors, Web Masters, Young Eagles Coordinators and overall Outstanding Members. The chapter leadership discussed these awards at the board meeting. Our conclusion was that while we had several individuals who have really "shouldered the load"; none would stand up to competition for these awards when considered at the national level. At the same time, it is only fair those who have worked so hard for the chapter to receive some recognition. In my short time with the chapter, I have been very impressed with:

- Harvard and Sara Holmes, for both the newsletter and the chapter web site, not to mention our very successful holiday parties.
- Rick Bourgeois, for our food before each meeting, as well as support for special events such as Young Eagles, the B-17 visit, etc.
- Dick Sperling, for his continuing leadership of our Young Eagles program, reaching out to the

community around us, particularly the Boys Scouts and Sea Scouts.

- Guy Jones, for consistent ground support of our Young Eagle rallies, as well as regular support to the board in our monthly deliberations.
- Ken McKenzie, for his several terms as chapter president. It's not an easy job (as I am discovering) and requires constant "tending to".
- Pete Mitchell, for his quiet but consistent performance as chapter secretary and Young Eagles "computer guy".
- Tracy Peters, for his Young Eagles support as a Boy Scout aviation merit badge counselor, not to mention his recent performance as chapter vice president.
- Louis Goodell, for his years and years of service as chapter treasurer, as well as printing of the newsletter.

I am sure I have missed someone in this list – please accept my apologies for doing so. I am willing to take that risk because I believe it's important to give credit to those who have so selflessly given of their time and talents. Thanks to all of you!

Turning to another subject, I'd like to share a recent flying experience. It was one of those magical flights when everything was right with the world. A friend and I gave a ride to another pilot who was forced to leave his airplane (a 50's vintage Cessna 180 Skywagon) at the Bishop airport due to bad weather. We took off from Oakland at 8am and flew directly over Yosemite Valley on our way to Bishop, crossing the Sierras at 13,500 feet. The wind was virtually non-existent (thank God!) The Sierra was blanketed with snow. Waterfalls were abundant, particularly the one pouring into Hetch Hetchy. Even at 13,500 feet some of the mountain tops resembled jagged teeth waiting to bite us! The Bishop airport has three runways, so even if there were a lot of wind (which is normally the case) one has something to land on. Located in the Owens Valley alongside highway 395, it's a different, beautiful world.

It's worth mentioning why our friend had to leave his airplane at Bishop. He was returning to Oakland from a vacation in Utah and had planned to cross the Sierra so that he could then fly up the central valley under weather that was beginning to blanket Northern

California. He climbed to an altitude sufficient to clear the peaks, but as he neared them, the downwash from the westerly winds drove him down at more than 1,000 feet per minute! He could not out-climb the downwash. So he made the smart decision to land at Bishop and drive home (in the last rental available – a U-haul van rented from the local feed store).

Our flight back included a stop at Columbia for lunch. Columbia is one of the original gold mining sites along highway 49, just east of New Melones Reservoir. On a clear, blue sky day it was delightful. Here's wishing each of you has similar experiences in aviation – it is truly another dimension in freedom!

Member Profile of Bob Belshe

Bob Belshe has taken over the job of chapter treasurer, which was done so well by Louis Goodell for many years. Bob has also served as Newsletter Editor for the 1996-97 term and President for the 2000-01 term.

During World War II, Bob lived within a few blocks of the Long Beach, CA airport. He remembers the newly manufactured B17s taking off low over his house. Once they had an open house at the airport with several B17s on display, he found one with the hatch open, and managed to wiggle up and take a look around. A guard soon noticed, and chased him out. His first airplane was an old fighter plane that was abandoned near the airport fence. It was fun to sit in the cockpit and pretend to be a fighter pilot.

Bob joined the Navy out of high school and went to electronics school at Treasure Island for a year, then spent a year at the Naval Communications Station in the Federal Office Building in downtown San Francisco. His final year was aboard the carrier USS Hancock, maintaining radars and radar display units. During this year there were many opportunities to watch flight operations from high up on the "island". Watching the planes land and take off from the ship convinced him that he wanted to be a pilot.

After the Navy, in 1955, he went to work for the Lawrence Berkeley Laboratory, then called the "UC Radiation Lab", working nights in the maintenance shop at the Bevatron (a 100 foot diameter proton accelerator, largest in the world at that time). At the same time he was accepted to UC Berkeley, in electrical engineering. At UC he met a fellow student

who was a flight instructor, willing to teach him to fly in the Laboratory flying club. The club, still in existence today, is called the 184 Flying Club, named after the Lab's 184 inch cyclotron.

The club had an Aeronca Champion, based at Concord. The plane had no electrical system or radios, but that was OK, since Concord did not have a tower at that time. After he soloed in the Aeronca, the club acquired a Cessna 140, which he flew until getting his license in 1959. He then moved up to the club's Cessna 170.

He continued to fly in club aircraft, moving to the Oakland Squadron Flying Club for a few years then came back to the Buchanan Flying Club, and then later to the NRI Flying Club.

His career at the Laboratory lasted 39 years, first as a technician, then an engineer, and then a computer programmer. In the 1960s, when computers became smaller and cheaper, the Lab began a project to control the Bevatron with computers. Bob was put in charge of the software development and spent several years programming different generations of computers to control the many magnets which keep the particles on track through the acceleration cycle. After the control systems work he spent about ten years developing data acquisition software for physics experiments.

After retiring in 1994, he joined Chapter 393 to learn more about homebuilt airplanes. He soon decided that he had to have one, and was invited in 1995 to fly to Oshkosh with then member Will Price, who had completed building a Lancair 360 kit. There he found a plane for sale which had won a "best Lancair" award the previous year. He quickly decided that he would be flying a lot sooner if he bought this plane instead of starting a kit. Being unqualified to fly it, he hired an experienced Lancair pilot to fly it from Oshkosh to Concord.

This was the beginning of a 15 year adventure, learning how to fly and maintain the Lancair. Almost immediately on arrival, the wings had to be removed to clean out the remains of some incorrect sealant that had been used in the fuel tanks. Then there was a problem with nose wheel shimmy, followed by the decision to replace the O235 engine with an IO320 for more speed and takeoff performance. Then it needed a new GPS-based radio stack, a better propeller, and other improvements.

Now he says the plane is reliable and "just like he wants it". It has flown 950 hours, 2100 landings, two trips to Oshkosh, several trips to Oregon, and more than a few lunch fly-outs.

Bob says his best advice is to get very familiar with your airplane, fly it frequently to stay proficient, and fix any problems as soon as they come up.

EAA 393 Board Meeting Notes

April. 6, 2010

The Board Meeting started promptly at 7:00pm.

Present were Bill Reining, President; Tracy Peters, Vice-President; Pete Mitchell, Secretary; Bob Belshe, Treasurer; Linda McKenzie, Newsletter Editor; Dick Sperling, Young Eagles Coordinator; Rich Bourgeois, Meals Chairman; Renee Robinson, Webmaster; Tom Howard, Fly-Outs Coordinator; Ken McKenzie, Past President/Board Chairman; Guy Jones, Past VP; Louis Goodell, Past Treasurer and Harvard Holmes, Past Newsletter Editor / Webmaster.

Treasurers Report

Combined Savings & Checking balance is \$5,118

Year-to-Date Revenues \$1520

Dues income \$1,020, Dinner Income \$490

Year-to-Date Expenditures \$776

EAA Insurance \$321

Dinner & Raffle Expenses \$216

Young Eagles Expenditures \$71

Postage & Newsletter Printing \$102

Misc Expenses \$67

Annual Rent to MDPA – bill has not yet been received

Dinner

Rick provided Menus for April, May and June.

Webmaster

No new updates.

Newsletter Editor

Submissions for the March newsletter are due by Fri, Apr. 16.

Members whose dues are past due will receive a reminder with their March, April and May Clecos.

President

The B-17 is not available this year

Nominations are requested for outstanding Newsletter Editors, Web Masters, Young Eagles Coordinators and overall Outstanding Members. Please contact Guy Jones before the Chapter meeting with any recommendations

Redesigned meeting attendance forms were approved by Bill R. and Rick B.

The 2010 Airport Open House has been cancelled

Bill's fraternal twin nephews would like to attend the 2010 Air Academy. Each applicant must remit a \$100 deposit to reserve a spot.. Depending upon how many "teens" are seeking chapter sponsorship, we will need to devise a screening procedure to determine who will most benefit.

Young Eagles.

Young Eagles dates the year are as follows:

~~April 10~~ – Cancelled, too late to run public service announcements in local newspapers.

May 15 – National Learn to Fly Day. EAA insurance will not permit us to "co-sponsor" this event with any organizations not affiliated with EAA, but any pilot who has an EAA membership is welcome to fly both Young Eagles and adults.

~~June 20~~ -- Buchanan's open house Cancelled

June 26

Sept 18

Oct 16

No groups, Scouts etc, are on board at this time.

Young Eagles by Rich Sperling

IMPORTANT EAA CH393 Schedule change

We **cancelled** the **Saturday, April 10, 2010** Young Eagles Rally due to a limited response from youth groups and follow-up phone calls. Unfortunately, this event was scheduled during Spring Break for most local public and private schools and we believe this affected the response. We apologize for any inconvenience this may cause.

Our next Young Eagles Rally will be held on **Saturday, May 15th** and it is a big one! This event will include Young Eagles, as well as YE parent and other interested adult "Orientation" Rides. May 15th is also known as "**International Learn to Fly Day**" and is advertised by both EAA and AOPA. We have notified both PSA and Sterling Aviation of this event. We hope for a large turnout and therefore will need the help of the whole chapter to make it work!

We have added **Saturday, Aug 28th** to our schedule.

The Sea Cadets have reserved **Saturday, Oct 16th**.

Thanks for your support in all our past Young Eagle Rallies!

Rich Sperling
EAA Chapter 393
Young Eagles Coordinator

Safety Tip from Chapter 52

Fighting Fatigue

Through studies it has been found that fatigue is a major contributor to aircraft accidents. The solution to this problem is amazingly simple. Yet often difficult to implement: **Get More Sleep!**

Develop Better Sleep Habits

- Get eight hours of sleep each night
- Get into a bedtime schedule and routine
- Turn off the lights and sound
- Make your bed a comfortable sleeping environment
- Cool room is preferred
- Avoid exercise right before sleep
- No caffeine (half-life of caffeine is six hours, so quit early)
- Do not eat two to four hours before sleeping
- Alcohol is not good for sleep

Upcoming Events

PACIFIC COAST DREAM MACHINES SHOW, Sunday, April 25 at the Half Moon Bay Airport. This event features approx. 2000 flying, driving and mechanical machines. Unless you are make arrangements to display your plane and arrive very early, this **IS NOT** a good casual fly-in destination. Half Moon Bay Airport is an uncontrolled and in the past has not arranged for a temporary tower.

AIRCRAFT FOR SALE:

1975 Piper Warrior -- Price: \$11,000
4000 total time on airframe -- 1900 SMOH
151hp 4cyl Lycoming

Call Bruno at 925-228-2852 for additional info

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

2693 Clayton Road, Concord Ca. 94519

925 689 7220 or 676 5800

www.alpinepastry.com

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

Officers/Appointees for 2010-2011

President:	Bill Reining pres@eaa393.org 510 479 7260
Vice President:	Tracy Peters veep@eaa393.org 925 676 2114
Secretary	Pete Mitchell secty@eaa393.org 925 586 6491
Treasurer	Bob Belshe treas@eaa393.org 925 376 7677
Newsletter Ed.	Linda McKenzie nle@eaa393.org 925 283 3119
Tech. Counselor	Rick Lambert tc@eaa393.org 925 323 0041
Young Eagles	Rich Sperling yec@eaa393.org 925 356 5656
Dinner Coordinator	Rick Bourgeois RicFlyer@Comcast.net 925 432 9076
Fly-out Coordinator	Tom Howard TurnPrez@SBCglobal.net 925 933 6015
Government Affairs	Rich Cunningham
Past President	Ken McKenzie ex-vp@eaa393.org 925 283 3119
Photographer	Tom Howard photog@eaa393.org 925 933 6015
Webmaster	Renee Robinson webmaster@eaa393.org 510 828 1734

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

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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>
Email: nle@eaa393.org

