

February 2011

This Month's Speaker

by Tracy Peters

Gryphon McArthur will be presenting TECNAM Light Sport Aircraft. The P92 Eaglet, shown below, will be on display. Gryphon, a 1,000 hour instrument rated private pilot, is the president of EAA Chapter 119 and founder of West Coast Sport Aircraft, a TECNAM distributor based at the Watsonville Municipal Airport (KWVI).



Luigi and Giovanni Pascale have designed aircraft under the name Partenavia and later as Costruzioni Aeronautiche TECNAM since 1948. Worldwide, TECNAM is the largest manufacturer of light aircraft, with many LSA models available. TECNAM LSA's currently available here in the United States include the P92 Eaglet, the P2002 Sierra, P2004 Bravo, and the newest "luxury model" LSA, the P2008.

Upcoming Speakers and Topics

- March: Electrical Systems
- April: May 4 dinner with B-17 crewmembers

If you know of an interesting speaker, let Tracy know.

Time to Pay Dues!

Send your \$30 to our Treasurer, Bob Belshe at:

EAA Chapter 393

P.O. Box 6524

Concord, CA 94524-1524

or bring it to the next meeting. Memberships run yearly. Dues must be paid by the end of February. Let us know of any changes in your aviation life such as phone number, email, project(s), etc.

February Dinner Menu

by Rick Bourgeois

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

- Roasted Chicken
- Corn
- Potato Salad
- Corn Bread
- Cookies and Ice Cream
- Beverages

Let Rick know your suggestions for future meals.

Notes from the President

Our general meeting this month will feature a presentation by a representative from Tecnam, together with a tour of one of their Light Sport Aircraft. In preparation for this visit, I thought it might be useful to review significant features of the Sport Pilot license and the Light Sport Aircraft.

A little more than six years ago, on September 1, 2004, the Sport Pilot and Light Sport Aircraft (SP/LSA) rule officially went into effect. It introduced the first completely new aircraft category in a half-century. EAA worked for more than a decade to make the rule a reality. Private pilot training had become more complex in the last 50 years and aircraft ownership more expensive. These factors lead to the need for a simplified yet safe way to get more people involved in aviation.

Light Sport Aircraft are significantly less expensive, the Sport Pilot certificate requires less pilot training in an aircraft that's cheaper to operate, and the medical requirements for the Sport Pilot consist of nothing more than a valid driver's license (as long as the FAA hasn't denied or otherwise revoked a medical.) This is good news for the younger pilot, who in many cases can't afford a traditional private aircraft, or the more extensive and expensive training requirements of a Private Pilot certificate. It is also good news for the older pilot who may no longer be able to pass an upcoming FAA medical exam, or who requires extensive effort and expense to satisfy the FAA of his health.

The FAA defines a Light-Sport Aircraft as an aircraft with a maximum gross takeoff weight of not more than 1,320 pounds (600 kg) for aircraft not intended for operation on water; or 1,430 pounds (650 kg) for aircraft intended for operation on water; a maximum airspeed in level flight of 120 knots (220 km/h; 140 mph); a maximum stall speed of 45 knots (83 km/h; 52 mph); either one or two seats; fixed undercarriage and fixed-pitch or ground adjustable propeller; and a single electric motor or reciprocating engine, which includes diesel engines and Wankel engines.

To qualify for the Sport pilot certificate, an applicant must:

- Be at least 17 years of age
- Be able to read, speak, write, and understand English
- Log at least 20 hours of flight time of which at least
 - 15 hours must be dual instruction with a qualified flight instructor (2 hours must be cross-country dual instruction)
 - 5 hours must be solo flight

- Fly one solo cross-country flight over a total distance of 75 or more nautical miles to two different destinations to a full-stop landing. At least one leg of this cross-country must be over a total distance of at least 25 nautical miles (46 km).
- Have received 2 hours of dual instruction in the preceding 60 days, in preparation for the Practical Test
- Pass a Knowledge (written) test
- Pass a Practical (oral and flight) test
- Have a valid US State drivers license AND not been rejected for your last Airman Medical Certificate, or have a current 3rd class or higher Airman Medical Certificate

Young Eagles

Our tentative schedule for Young Eagle rallies in 2011 is:

- May 21
- June 4
- July 9
- Aug 13
- Sept 10
- Oct 15 or 29

Wednesday Fly-outs

by Tom Howard

Photos from the Jan. 5 fly-out to Half Moon Bay and Jan. 19 fly-out to Salinas:



Ron Robinson enroute to Half Moon Bay



Harvard Holmes arriving at Half Moon Bay: looks fast even on the ground!



Cliff Beacham (on right) & friend at Half Moon Bay



On final approach at Salinas



Harvard recording the view at the Salinas Tower restaurant



The usual suspects at lunch in Salinas

Member Profile – Tom Howard

Well I can start off with a little about me: mostly pretty normal middle class. Married 42 years and have two great kids. Oh yah I forgot 2 grand-dogs but no grandkids. I have lots of interests, some say too many, and willing to try them all if I can. If I had been born more recently the doctors would probably say I have ADD or something and put me on drugs. I guess I get bored easy and keep trying new things. Or is it just that there is so much fun and interesting stuff out there and I want to do it all. I am going with the latter on this one.



My current hobbies are woodturning, steam trains and of course flying. I also do a bit of tatting, embroidery, stained glass, hand blown glass beads, gardening, Nantucket basket weaving, leather tooling, woodworking and of course old cars and trucks. I left out a few and a few others popup now and then but like I said I like, or at least am interested in, almost everything. I am certain there will be a few new hobbies any day now. Too bad there isn't more time in the day. Lately I seem to be a bit heavy on the trucks but unlike flying this will pass. Well maybe subside a bit at least. Currently I am still building my house, turning a bit for some galleries and building an airplane. Thank heavens I am retired from my last of three careers as a high-end audio retailer. My first was doing research for Dow Chemical. I worked on everything from secondary oil recovery, sodium sulfur batteries and my most proud bit of work was being part of the team that developed the disposable artificial kidney. To which I have to credit three friends alive today. In between I was a general contractor until construction loans got up to 24% and the bank was the only one making anything on my houses.

OK that's enough of this.

Like all of you, OK most of you, I have always loved airplanes and flying. As a youngster in a small town in South Dakota there was not too many of these in any form including models. That is until one day riding my bike past the feed store and seeing two guys with some flying model airplanes on long strings. I was hooked immediately and with their help started to build some control line models myself. Not real easy in a town with no hobby shop but they knew where to order materials so a new project was started. Less than a year later, and before my first flight, my family moved to California. Bad news until the end of the summer when mom and dad bought a house and I met three neighbors who were model plane enthusiasts. For the next few years lots of balsa met its end but we did have a great time.

Many years later Patty and I met and started married life together. She liked airplanes too and ended up taking a part time job with PSA here at Buchanan. Thanks to her employee discount flying lessons were a little bit more affordable and she surprised me, no it was way more than that, with my first flying lesson. In time I was actually flying and loved every minute of it. The only real problem was that Patty loves airplanes but only to watch. She is afraid of flying! Being a real trooper that she is we did take a few flights together and all was great. All was great that is until kids and work took over. Another end to my flying but it was great fun while it lasted. I still built a few more models even one for radio control. Never could afford the radio so it is still sitting in the garage waiting for its first flight.

Fast forward about thirty five years to 2003 (I think) and once again Patty pushed me into another aeronautical adventure. It seems the Aluminum Overcast was in town so she decided I had to take a ride. After trying to talk her out of it I agreed to go have some very expensive fun. Being as cheap and thrifty as ever I quickly figured out that if I was to pay \$40.00, join EAA I could ride for \$45.00 less. Well I am no dummy; this is a whole \$5.00 savings. Weeks, or probably months, later I thought maybe I should go to one of the meetings for this group of folks who build real airplanes instead of just models. This was interesting and a pretty friendly group of people to boot. On top of all that they take fly-outs and passengers are welcome. What a deal. After a few

rides and lots of pictures I am suddenly part of the group and the semi official club photographer. Not much longer and it is official. I am the club photographer and have several new friends.



Moving forward a few years once again and Patty once more steps in. "Why don't you build a plane" she says. Because I cannot afford it was my answer. But the thought stuck in my head. I have built a lot of other things so why not and lots of unfinished kits were out there at reasonable prices. A few nights of insomnia and web surfing eventually located a perfect candidate but this is still just a crazy dream and not going to happen. Well it could happen, why not make a ridiculous offer on one of these projects that has been on the market a while. What is the harm in that? They won't actually say yes and I can feel like I tried to buy one.

What's this, they said yes, this is a surprise, now what do I do? I guess I buy a hanger and hop down to Texas to pick up a half built airplane and get to work.

Hope to see you all at the next fly-out when we get around to the next one. Until then keep working on those airplanes.

February 1 Board Meeting Notes

by Pete Mitchell

The meeting was called to order at 19:15 by President Bill Reining.

Present were Bob Belshe, Tracy Peters, Dick Sperling, Pete Mitchell, Richard Bourgeois, & Tom Howard.

Absent: Vi Egli, Richard Cunningham, Renee Robinson & Steve Senatori.

Guests: Jack Davi, Louis Goodell, Harvard Holmes & Guy Jones.

Treasurers Report - Bob Belshe:
Combined bank balances of \$6,276.82
33 members have paid 2011 dues.

February Dinner Menu - Rich Bourgeois:
Roast Chicken, Corn, Potato Salad, Corn Bread, Ice Cream & Cookies & Coffee.

The EAA 393 sign is scheduled to be installed on the end of the building during the Super Bowl Sunday weekend.

Speaker information for this month - Tracy Peters Gryphon McArthur, founder of West Coast Sport Aircraft will be presenting the line of TECNAM light sport and twin aircraft and will have the P92 Eaglet on display.

B-17 Project

The Board approved moving the April meeting to Wednesday May 4th, to coincide with the visit of the B-17. Our chapter dinner guests will include the B-17 crew & invited guests from PSA (hosting the B-17) & the Airport Office. The Board also approved \$60 to print 100 \$10 lottery tickets for a ride in the B-17. The B-17 Committee will meet with the Airport Manager & staff to discuss security issues for the B-17 visit. Tom Howard volunteered to print fifty 8.5 x 11 & twenty 11 x 17 B-17 flyers.

Young Eagles – Dick Sperling

Five dates are calendared for 2011: May 21, June 4, July 9, August 13, September 10 & either October 15 or 29. The Board approved \$100 for 100 YE's packets to include Airport Diagrams, a chart, magazines etc. Dick will be ordering patches for YE events.

Outstanding Member of the Year Plaque

The Board has decided to display the Outstanding Member of the Year Perpetual Plaque in the Clubhouse. The MDPA Board has approved its display. The Outstanding Member of the Year will receive an individual plaque for display at home.

Member Badges – Pete Mitchell

Badges have been made for Joe & Steve Senatori, Bill Bower, Chuck Jenkins, Sean Kaylor, Gene Herschelman, Bob Sinclair, Tony Dymond, Dick Otto, Lance Schlichter & Jack Davi. They will be available at the February meeting.

Jack Davi

Jack has constructed a bookcase for our lending library. It needs varnish and should be installed in time for our February meeting. Jack has a source for EAA 393 caps that he presented to the Board. Anyone desiring a cap, let Jack know. They are available for cost at \$5.00.

Web page

Tracy suggested, and the Board agreed, that the meeting date and menu should be included on the home page since for emphasis each month.

Christmas is coming

The Board has reserved the banquet room at the Concord Marie Callender's for this year's Holiday Party on December 12, 2011. Mark your calendars.

Meeting Adjourned at 21:38

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classification).

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Contact Tom Shaw (EAA member) for additional
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Thanks to our Donors and Sponsors!



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Meeting and Event Schedule

Board	Y Eagles	General	Fly-out	Other
Jan 5		Jan 26		
Feb 1		Feb 23		
Mar 1		Mar 23		
Apr 5		Apr 27		
May 3	May 21	May 25		
		<i>B-17 visit to Buchanan Field</i>		<i>May 2-5</i>
		<i>May 21 (also National Learn to Fly Day)</i>		
Jun 7	Jun 4	Jun 22		
		<i>Golden West Regional Fly-In</i>		<i>Jun 10-12</i>
Jul 5	Jul 9			
		<i>Arlington Fly-In, Arlington, WA</i>		<i>Jul 6-10</i>
		<i>Chapter Picnic</i>		<i>Jul 16</i>
		<i>AirVenture 2011, Oshkosh, WI</i>		<i>Jul 25-31</i>
Aug 2	Aug 13	Aug 24		
Sep 6	Sep 10	Sep 28		
Oct 4	Oct 15/29	Oct 26		
Nov 1		Nov 16		
Dec 6				
		<i>Holiday Party at Marie Callender's</i>		<i>Dec 11</i>

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

