



July 16, 2011

The Picnic

Watch for the Evite and let Tracy Peters know what you are bringing.

Upcoming Speakers and Topics

- Aug 24 – Bill DeRouchey on Glass Panels
- Sep 28 -- Brad Poling will discuss rebuilding his Stinson. Brad plans to have the Stinson on display.
- TBD -- Bill & Tilly Larkin

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

Donate your old laptop computer!

The Young Eagles program now has automated much of the registration, dispatch and certificate printing. Consequently, they can use a few additional laptop computers for the Young Eagles events. The only software required is a relatively recent web browser, so Windows, Mac, and even Linux is acceptable.

President's Notes July 2011

By Bill Reining

The air show season is upon us! Golden West has already happened (June 10-12). The Arlington Fly-In in the state of Washington, north of Seattle, is July 6-10. The grand daddy of them all, AirVenture in Oshkosh, Wisconsin, starts Monday July 25 and runs through Sunday July 31. Add to this many local shows (such as Travis July 30/31, or Watsonville September 2-4) and there is lots of stuff for the aviation enthusiast to see and do.

The chapter picnic is Saturday, July 16 from 11:30am to 3pm on the lawn outside our meeting room. Tracy Peters is organizing this event, assisted by Rick Bourgeois. They will provide hot dogs, hamburgers, and chicken on the BBQ as well as soft drinks. Lunch will begin at noon. Each family attending the picnic is expected to bring a side dish to complete the menu. You should have already received an "Evite" invitation by email, wherein you can RSVP and indicate what side dish you plan to bring to the party. Tracy and Rick plan to send additional email messages to ensure everyone gets the word. Plan to come – bring family, friends and a healthy appetite!

Our next Young Eagles Rally is Saturday, July 9. Renee Robinson is looking for pilots and ground volunteers. We expect a large crowd, considering all the Boy Scouts who got rained-out last time, as well as many kids from the general public. Please help if you possibly can.

Lastly, have fun this summer – but please be careful in the process! Take a moment to include safety awareness in whatever you are doing, whether driving, flying, boating, or just out in the sun. As we all re-convene from our various trips and outings, let's share stories of fun times without the need to explain accidents, injuries, etc.

Member Profile: Harry Heckman

When I asked Harry Heckman to help do a profile of him, his immediate response was that Will Price had already done one. He contacted Will and got this, to which he has added an addendum to bring it up to date. Harry's web site <http://kt137.tripod.com/> is still available, as are a few pictures on <http://www.eaa393.org/Members/Heckman/Heckman.htm> As a bonus, we got a few details about Will Price as well.

By Will Price (from February 1992):

The subject of this month's Personal Profile column is Harry Heckman. He is that unassuming guy who describes for us his snail's pace progress on his Lancair 235. But let me tell you; he has enough smarts for several of us ordinary guys put together (my words, not his). This in spite of the fact that he is a native of Southern California--amazing. Not simply Southern California, but Disneyl..., oops, I mean Anaheim. He even graduated from Anaheim Union High School in 1941. Of course, you know what happened to kids in that age bracket during the early 40s. That's right; after a spell at Fullerton Junior College it was "yes sergeant, no sergeant,...". But the Army, in its infinite wisdom, recognized real genius and sent him off to study engineering at Oregon State College so that his skills could be fully utilized in his service to his Country. It only took Harry two semesters to master sufficient theoretical skills to become qualified as a grunt in the combat engineers. (That's where I spent my time. The most complicated thing I ever saw a combat engineer do was help put together a Bailey bridge--kind of like a gigantic tinker toy.) Harry spent his time in Europe and then the Philippines and was mustered out in 1946--fortunately, with his complete issue of bodily parts.

The stage was set back in high school for his eventual profession when he read an article in Scientific American about research being done in cosmic radiation. (Now Harry, why in hell didn't you tell the army you were interested in nuclear physics and not at all in Bailey bridges?)

Like many of us, Harry took advantage of the GI Bill and enrolled at UC Berkeley. In 1952 he earned his PhD in physics. The title of his thesis was Large Angle Scattering of Pi-mesons. (Say Harry, weren't the Pi-mesons the super-intelligent beings from the planet Angoraklein on the twenty-first episode of Star Trek?)

Graduating from UC marked the start of his professional career as a particle physicist at Lawrence Berkeley Labs. Guys with titles like that work with machines called cyclotrons, bevatrons, and linear accelerators. Basically, what they do is make little things go real fast so they can smash them into stuff and bust hell out of everything. Harry, Harry!!! I hope that's not your thought in building your little Lancair.

When I asked Harry to describe his biggest professional thrill he didn't have to think for long. One of several related to his key efforts in adapting the bevatron to accelerate heavy particles. He explained to me that particle accelerators accelerate atomic particles up to speeds near the speed of light before crashing them into a target. Early machines used relatively light particles like hydrogen. His work involved adapting the bevatron to accelerate nitrogen, many times heavier than hydrogen.

The first successful test was immediately followed by great celebration of the lab staff. When all the excitement died down and everyone had left, the machine operator said "It's all yours Harry." (Nobody ever gets impromptu time on machines like that.) As he walked around the machine, he realized that he was about to observe phenomenon that no one had ever seen before. What a thrill.

Harry is justifiably proud of the fact that in 1978 he received a Von Humbolt award to pursue independent research for one year at the University of Frankfurt. This is a very prestigious award sponsored by the German government to reward accomplished American scientists.

Harry's wife Kate is a delightful lady who always has something nice to say when I call. She is also a UC graduate (they met at UC--where else?). Until time came to raise a family, she taught grammar school in Antioch and Piedmont. Her current avocation revolves around the botanical garden at UC

where she does volunteer work. Her abilities are reflected in the landscaping at their Berkeley hills home where they have lived since 1958.

They have a son and a daughter; Harry says they are about 36 and 30 years of age [remember this was written in 1992-ed.] but he doesn't remember exactly. Their ages change so damned fast he simply cannot keep track.

If you think Harry is all business and no pleasure, think again. When he was going to college he played clarinet and alto sax in dance bands. To this day, his favorite musical sound is that of the big dance band. He used to enjoy tennis but never played enough to really get good. In fact, tennis was an activity that he and Kate had in common except that he never played the game with her very often. After direct and forceful interrogation, he finally admitted that she would beat hell out of him and showed no mercy.

Regarding his airplane, Harry keeps grinding away. I enjoy giving him a hard time about his physics training showing up in building his airplane. He simply must know the how, when, where, and why of every little detail. Me, the plans say stick this to that and I do it. (Talk about beautiful work--if you get the opportunity, look at what he has done.) To most of us, the goal at the end of the journey is our reward. I think that to Harry, each step of the journey is his reward.

During our open forum last month Harry commented about attending his first EAA meeting several years ago. After listening to the introductions and talking to members during the break, he knew he wanted to belong. He told us that he knew then and there that he wanted to be a part of the extraordinary collection of people he had just met. Harry, when it comes to the extraordinary, you fit right in with the group.

ADDENDUM

When Harvard asked me to contribute my biography for the CLECO, I immediately recalled that Will Price had written a bio on my behalf as part of a series of interviews he held with a number of members of Chapter 393 during his tenure as editor of the CLECO in the mid 1990's. I remember being quite pleased with Will's work at the time and thought it would appropriate to publish it again.

What Will wrote then still rings true. This bio was written during the construction phase of my LANCAIR IO-290, N137KT. I did indeed complete my plane and flew for 10 wonderful, exciting years. At the conclusion of my flying days in 2006, I sold 137KT to an accomplished pilot and machinist, whose home base is in nearby Petaluma and who has made my plane into an ever better flying machine.



Ray Nilson and Harry Heckman, Holiday Party, 2009 Willits Airport Day, 2002. In 2003, Harry was awarded "Best Airplane"

I asked Harry how he got started in aviation: He said that he was reading the Scientific American and it had an ad by Piper to take a first flying lesson for only \$5.00. It was okay with his wife, so he

did it. He joined the Oakland Squadron flying club in the 1970's. It was quite active for a while, but it is now gone. After that, he knew that he wanted to fly an airplane the he had built. A couple of years after he retired he started on his Lancair. It took about 8 to 10 years to build it. It seems like every step gets done 3 times: first, a mockup to see how things work, second, a serious rehearsal to get all the tools ready and to practice the procedure, and third, the actual assembly. He was really driven by the building experience, and enjoyed that the most. He was fortunate to have the help of many experienced builders, including Mike Maxwell (epoxy/glass techniques), Rick Lambert (technical advice). Bob Belshe (complete design and checkout of electronics), Pete Wiebens (piloting), and Lyle Powell (encyclopedic knowledge of aviation), and others. After he completed his airplane, he enjoyed the camaraderie, the relaxation, and the general experience. He remembers flying with his brother to the other side of the Golden Gate Bridge and enjoyed that view of the bridge and San Francisco that could only be accomplished in your own airplane. He never had a great desire for long trips; local flying was what he enjoyed most.

A final comment on Will Price: Will built an award-winning LANCAIR N322Z, is a prolific author and notably one with a wonderful sense of humor.

He contributed much to the success of Chapter 393.

Following are a few excerpts from Will's email "chat" that accompanied the copy of my bio.

"I'm still skiing but that comes with pain as this old body does not appreciate what I do to it. But I love skiing enough to endure the pain. My ski area (which is 25 minutes drive from home) will be open Fri-Sun from now until July 4. If you can believe it they've had just under 65 feet of snowfall this season. So I'm in seventh heaven.

Thank you for your very generous and kind comments about my writing. I take great pride in my writing accomplishments. (Three years ago I published book number 40. I felt that was a nice round number and quit.)

I have some wonderful memories of my days with 393. Obviously I still have considerable nostalgia about N322Z but I have few regrets that it is no longer part of my life. I love skiing and am so happy that I can keep it up and even continue improving.

I am so very thankful for everything I've had and have now.

My best, my friend.

Will"

"Dinner" Menu

By Rick Bourgeois

Rick gets a little rest while he helps Tracy with the Chapter Picnic. Let Rick know your suggestions for future meals.

Young Eagles Events

Our remaining schedule for Young Eagles rallies in 2011 is:

- July 9
- Aug 13
- Sept 10
- Oct 15 or 29

Thanks, Renee Robinson

June 22, 2011 General Meeting Notes

No guests were identified.

Thanks Rick, for a great dinner!

Business

Treasurer Bob Belshe reported that our bank balance is in good shape. Our request for 501(c)3 status has been sent to the IRS and they have cashed our check. There is still no word from them yet.

Renee Robinson, our Young Eagles Coordinator, presented a certificate of appreciation to Charles Hester for his help during

2010 (since he didn't make the Holiday Party where the other certificates were given). She also has certificates for Steve Snyder, Rich Henny, Thomas Teeb, Kathleen Cunningham, and Maureen Bell. Tracy Peters will take several of these to the MDPA meeting for presentation.

Renee reported that the June 4th event went well, despite the poor weather. The attendees were Boy Scouts who were able to complete the classroom portion of their aviation merit badges; some already had the aircraft experience required, so they completed their merit badges. We expect a large number of Boy Scouts on July 9th to complete their merit badges.

Dick Sperling, former Young Eagles Coordinator, expressed the Chapter's appreciation to Renee for taking on the Young Eagles Coordinator position.

Thanks to Kevin Hoos and Renee for the new Young Eagles software.

Jack Davi announced that he would like old magazines and charts to prepare additional Young Eagles packets for the kids.

Bill Reining noted our new sign on the building and expressed the Chapter's thanks to Tracy Peters and Tom Howard.

We are still in need of a full-time Chapter newsletter editor. Note taking and computer skills are what's required.

Bill Reining reviewed the Board's discussion of two possible donated aircraft. The first is a single seat Cub-like aircraft with a Revmaster (VW) engine. Dick Sperling has been to see it. While it appears nicely done, there are no drawings and no plans. The Chapter could have kids practice construction techniques on it, but no one wanted to fly it without plans and drawings.

The second aircraft was a two seat pulsar that has made it's first flight, but needs major adjustments and completion. A poll turned up no members who wanted to commit time to this project at this time.

Tracy reported on the Picnic status so far:
12 "yes," but only a couple said what they are bringing;

2 "maybe"

6 "no".

Our Holiday Party needs work, as Marie Callender's has gone out of business. Sara Holmes is reviewing places to have our party, with help from Bill Bower.

Speaker: Jack Reichel "History of Navigation"

Tracy Peters introduced Jack Reichel, who generously offered to talk at the last minute, when our FSDO speaker was unable to make it.

Jack has been a pilot for 40 years and also a sailor. He has his own company, involved with navigational instruments.

Part I – The evolution of navigation

Jack noted that sailors have navigated for hundreds of years. Navigation began with ancient lore and pilotage. Sailors would navigate along the coastline by recognition of the landscape.

The magnetic compass was the first "instrument of navigation and launched the great age of exploration. The next step was "dead" reckoning, originally "deduced" reckoning, in which one's position was plotted using direction and rate of travel.

The next major advance was celestial navigation, in which a position is established using star sightings. An accurate clock was required for this. Losses in the British navy and merchant marine fleet motivated the British Parliament in 1714 to offer a prize for an accurate clock. The prize was eventually won after a lifetime of work by John Harrison.

Recently, celestial navigation has been replaced by electronic navigation using LORAN and GPS.

Part II – Great Adventures in Navigation

Captain Cook was a fantastic navigator and his charts were still in use through the 1970's.

Part III – Navigation Today

Now we have GPS, but it needs a backup. LORAN was a good candidate, but the USA decided to decommission it. No other candidate is on the horizon. Augmentation systems

(WAAS and LAAS) have given us fantastic accuracy. Other countries are putting up their own GPS satellites to avoid dependence on the USA. GPS satellites can be turned off over portions of the world, and other countries do not want to be subject to US control.

Part IV – Navigation in 2025

We will use GPS and ILS with Loran as a backup. There will be no VORs, DMEs, or Victor Airways. There will be no ATC – aircraft separation will be by ADS-B. There will be no “crosshairs” – the navigation information will be presented using synthetic vision, with a virtual image of the approach course. We will have GPWS, conflict resolution, radar and weather information. iPads will be standard. UAVs will be a major problem.

After this wonderful presentation, Jack noted that he would reserve Part V – How Animals Navigate for another presentation.

The meeting was adjourned.

June 28, 2011 Board Meeting Notes

By Pete Mitchell

President Bill Reining called the meeting to order at 7:10 pm.

Present: Bill Reining, Bob Belshe, Tracy Peters, Harvard Holmes, Pete Mitchell, Rick Bourgeois & Renee Robinson (via speakerphone).

Absent: Vi Egli, Rich Cunningham, & Tom Howard.

Guests: Sara Holmes, Jack Davi, Rich Sperling & Guy Jones.

July Chapter BBQ – Tracy Peters & Rick Bourgeois

Members have been slow to respond as to who is coming & what they are bringing.

Will try direct email requests.

The Chapter will provide hamburgers, hot dogs, chicken, drinks, plates & utensils. Members will bring salads, etc. per their replies. Sally Belshe will bring sweet corn. We have available three tents, coolers & tables.

Treasurers Report – Bob Belshe

Combined Bank Balance \$4,260.

We have not heard from the IRS regarding our 501.c3 application. We have 64 paid members. Seven have not renewed. MDPA has approved the use of their BBQ.

Speakers – Tracy Peters

For August: Bill DeRouche on Glass Panels.

For September: Brad Poling will discuss rebuilding his Stinson. Brad plans to have the Stinson on display.

Bill & Tilly Larkin for the future.

Young Eagles – Renee Robinson

The next Young Eagle event is scheduled for July 9th; 30 to 40 YE's are expected. Renee will be sending an email shortly requesting pilots & ground crew. Marilyn Sperling has submitted a request to Headquarters for reimbursement for the second batch of Young Eagle packets. Sully will not be available for our July YE event. Guy Jones & Rick Bourgeois will arrange MDPA furniture Friday evening. Jack Davi reported that we have 150 YE packs ready to use. We do need more charts for these. Rick Bourgeois moved, Harvard seconded, and the Board approved, \$100 advance for Tracy to purchase a YE banner, ropes, etc. Tracy will seek permission to post the YEs banner on the fence by the viewing and kid's play area, by the Tower. Renee will provide Marilyn with receipts for her purchase of laser printers.

Webmaster – Renee Robinson

Bill has suggested some changes/updates.

- The Board of Directors page needs updating.
- The Young Eagles page needs photos of kids & aircraft.
- Tom Howard is working on improvements to the Photo Gallery.
- Our Presentations page should include our recent speakers.
- Our Flyout page should be removed.

- Our Member Projects page needs updating; Tom Howard could supply photos, but input is also needed from members.
- Our Pilot Webcams page needs "Return to Home Page" button.

Meals – Rich Bourgeois

For August: Baked Ziti, Kernel Corn, Garlic Bread, Green Salad, Chocolate Chip Cookies & Beverages. Our income for June was \$180, Our cost was \$73.03, and our net was \$106.97. MDPA has approved the use of their chafing dishes to help keep our food warm.

Newsletter Editor – Harvard Holmes (Acting)

A replacement Newsletter Editor is needed. Kevin Hoos name was suggested. Cleco material should be in this weekend. 393's Cleco appeared in this weeks EAA ChapterGram as the "Featured Newsletter"

"EAA Chapter 393, Concord, California

The informative June edition of The Cleco gives chapter members a rundown of recent activities, plus photo galleries from the recent stop of EAA's B-17 Aluminum Overcast and the chapter's weekly Wednesday Fly-Outs. Thanks to Chapter 393 for sharing its newsletter."

Christmas Party – Sara, Harvard & Bill Bower

With the closing of Marie Callender's, we need a new location for our Christmas Party. Fifteen restaurants were polled. Black Angus 3195 N Main in Pleasant Hill, had the most to offer. Rick Bourgeois moved, Guy Jones seconded, and the Board voted unanimously to approve this choice. The cost would be \$35 and the Chapter would make up any difference. Saturday, December 10th has been reserved.

Secretary – Pete Mitchell

Pete mentioned the need for vertical wall files, for the inside of the storeroom door. Tracy volunteered two, Pete will install.

Scholarships – Bill Reining

Bill wants to have an early start selecting applicants for the EAA National Air Academy program. Our Chapter might participate more than in the past, subsidizing air fares etc.

B 17 – Jack Davi

Jack will summarize the details of the B 17 event, for the benefit of future tours.

Jack also noted that he has an interest in developing a field trip program for first thru third grade children.

Upcoming Meetings

Our next General Meeting is August 24th.
Our next Board Meeting is August 2nd.

Our meeting was adjourned at 9:05 pm.

Wednesday Fly-outs

By Harvard Holmes

Photographs by Tom Howard

To maintain our proficiency, a number of pilots get together on Wednesdays and fly somewhere for lunch. Many of the aircraft owners in the chapter participate. Passengers are always welcome. Not only is it a great way to see the Bay Area, it's also fun to see and ride in our members' aircraft. These are not official EAA Chapter 393 events. The email address is WedFlyOut@eaa393.org You may contact HarvardHolmes@comcast.net or Renee Robinson webmaster@eaa393.org to be added or removed from this list.

Generally, someone who wants to go flying will send a suggestion to this list a day or two before. Those who can go will respond and a destination gets selected. Recent destinations have included: Half Moon Bay, Petaluma, Santa Rosa, Ukiah, Boonville, Shelter Cove, Willows, Auburn, Sacramento, Lodi, Stockton, Merced, Watsonville and Salinas. If the weather is poor, a destination may be selected as late as Wednesday morning.

The most active pilots on this list are Harvard Holmes, Bill Reining, Bob Belshe, Ron Robinson, and Phil Jenkins. Pilots sometimes advertise that they have empty seats, but not always. Harvard Holmes and Bill Reining are

most likely to have extra seats (4 seat aircraft). My advice is to contact a pilot in advance to make sure they have room and to get directions. Typically, you'd get to the airport by 11:30am and return by 3:30pm.

Recently we went to Stockton and discovered that Atlantic Aviation was having a free lunch for pilots and friends. A first class operation!



This Grumman landed with one engine out – we've never heard a pilot so calm!



Bob Belshe in his Lancair 235/290 lines up for runway 19, from just west of Port Chicago.

On June 22, went to Hollister.



Our Photographer, Tom Howard, at work.



Bob Sinclair's beautiful Lancair 320.



HANGAR/BUILDER SPACE FOR RENT

West Ramp CCR - A-11 1/3 hangar
 Good size for RV or project. \$230/mo.
 Contact Pete Wiebens 925 933 7517

FOR SALE: 1962 Comanche 250,

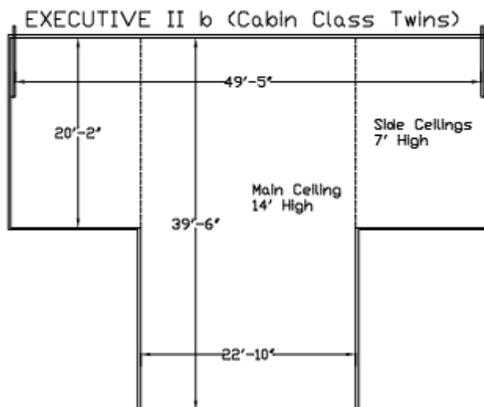
Cherry condition, fully loaded, new paint, new annual, always hangared. Call Keith Martz for details and avionics. Available for viewing any day, by appointment, at Buchanan Field. Call Keith Martz, 925-933-1424 (Home) or 925-818-7235 (Cell).

HANGAR/BUILDER SPACE FOR RENT

West Ramp CCR
 21' by 18' -suitable for folding wing aircraft or construction project. \$222/month
 Contact Harvard Holmes 510 526-5347

HANGAR FOR RENT - LIGHT TWIN SIZE

Northwest Ramp CCR A-12; \$600/month



Contact Harvard Holmes 510 526 5347

SHARE EXPENSES TO BUILD AN RV-12

I'm looking for someone who wants to build & fly the RV-12 (or something similar in the LSA classification). I have a build location with private airstrip in area.

Contact Tom Shaw (EAA member) for additional information at:

Tshaw@JetsonProducts.com or (925) 370-6531

Thanks to our Donors and Sponsors

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www.alpinepastry.com

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Officers/Appointees for 2010-2011

- | | |
|--|-----------------|
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Meeting and Event Schedule

Board	Y Eagles	General	Fly-out	Other
Jun 28	Jul 9			
		<i>Arlington Fly-In, Arlington, WA</i>		<i>Jul 6-10</i>
		<i>Chapter Picnic</i>		Jul 16
		<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 TBD</i>		Dec 11?

Our meetings are open to the public. Join us for dinner at 6:30 pm (\$7 donation) 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



The Leader in Recreational Aviation

We are on the Web!
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Email: nle@eaa393.org

