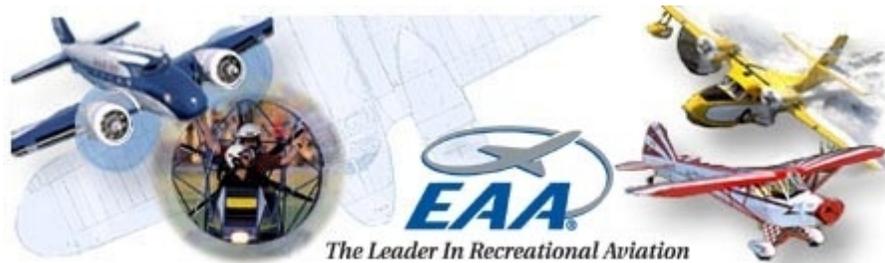


200 Buchanan Field Road, Buchanan Field, Concord, California



APRIL *** 2019

NEWSLETTER



Upcoming Events:

Board Meetings:

Wednesday, May 1st - 7 pm

Wednesday, June 5th - 7 pm

General Meeting:

Wednesday, May 22nd - 6 pm

Wednesday, June 26th - 6 pm

PRESIDENT'S MESSAGE

The Chapter had a very successful month during March. First we hosted a visit of the Ford TriMotor and it was a resounding success. We did over 600 paid seats and the Chapters share came to \$3555. I want to thank everyone who came out to help during the 4 day visit. Without your sacrifice we could not have pulled it off. As well I want to express again my thanks to Pacific States Aviation, John Earl and his staff. Without their help and hanger space we would not be able to host the event. I know that EAA international was thrilled that the weekend went so well. The weather was very cooperative. So we will be at the top of the list when the Aluminum Overcast makes its next swing through the west coast. Probably not till fall.

As well in March our first Young Eagles Rally with the Patriots at Byron was also very successful. We have more than enough pilots and flew 41 Young Eagles. We had a couple pilots from PSA's flight school come join us to help. This is a new program we have set up with PSA for those who have already earned their PPL and are working on their Commercial Ratings. Our next Young Eagles Rally will be April 20th at the Clubhouse on Buchanan Field. Rose Desmond is hard at work lining up the crew since Stephen Tucker is in Peru with Peter Friedman working with the EAA Chapter in Lima on the NA-50 project.

The Wednesday Fly Outs are being very well attended when weather permits them to occur. As the weather keeps improving they are now happening every Wednesday. If you have not been placed on the email list lets us know so you can be informed the night before.

Vice President Ron Lem is planning in conjunction with the MDPA a trip to the Grand Canyon. Sounds like it is going to be a great trip. If you want more info contact Ron for the scoop.

Our next General Meeting will be April 24th. This month Tracy Peters is stepping in to do the cooking to give Rick a month break. We will need a couple people step up and volunteer to help with set up and well as cleanup for the night's dinner. I want to thank those that did so in March. Rick was very appreciative for the help. I am going to ask for volunteers each month from now on.

The work parties on the Sonex continue with Lee leading the group. He currently is hitting all the barbecues spots as he crosses the country heading to Michigan to pick up his Kit Fox. Have a safe trip Lee and we're waiting to take a look at your new project.

Now that Spring is upon us hopefully everyone is getting out there and flying. Don't forget to start making those plans for Airventure 2019. Have a great month.

Bill Bower
Chapter President
EAA Chapter 393

Oshkosh Youngen.





EAA 393 Meeting Notes

3/27/2019

Harvard Holmes

Meeting called to order by Vice President Ron Lem.

Thanks to Rick Bourgeois and the setup and cleanup crews for dinner. Tracy Peters will prepare the April meeting dinner. Who will volunteer for the setup and cleanup?

Treasurer Harvard Holmes reported that we have \$16,250 in our bank account.

Guests and others were recognized.

Johan Verhoek joined the Chapter tonight. Welcome Johan!

John attended the YE event with his two kids and decided to visit our Chapter tonight.

Julie Reed is visiting tonight – her mother was a WASP during WW II. Welcome John and Julie.

Longtime member Peter Degl'Innocenti was persuaded to abandon his airplane building for an evening and attend tonight's meeting.

Young Eagles Chairman Stephen Tucker reported on last Saturday's event in Byron with the Patriot Jet Team at their facility.

The flying went very smoothly. PSA provided a couple of instructors with pilots with planes. We hope to make this a continuing practice. Our Chapter is giving them honorary memberships and EAA National is giving them free 6 month memberships.

We had materials at the event describing what we do and how parents can participate and support this activity. It is not expected, but we will accept donations from those who wish to make them.

Stephen Tucker and Peter Friedman will be going to Peru on April 7 to work on the NA-50 restoration project. They will be back in time for the Young Eagles event on May 20. See NA50.org for more information.

Newsletter editor Bill O'Brian announced that he is interested in airplane pictures of chapter member's activities. He is tracking Lee Teicheira's Sonex Project and plans to have pictures for the newsletter.

V.P. Ron Lem reminded members that EAA National is soliciting contributions to finance the \$1 Million new wing for EAA's Ford Tri-Motor. He expects this request will be a discussion item at the next board meeting, April 3 at the Clubhouse. Members are always welcome to attend board meetings and express their opinions on topics of interest to them.

Member Tim Roberts announced that VAA Chapter 29 in Hayward was having a speaker from Continental Motors who could answer technical questions. This is on Thursday, April 11 in the Hayward Terminal Building at 6 pm for dinner, and 7 pm for the meeting. Also, one of their members will be getting the Wright award for 50 years of accident free flying.

Member Stu Schuster gave our presentation for the evening along the lines of "What I learned from that!".

Stu trained for his pilot's license starting about 8 years ago, then bought a Cessna 182; then a Cirrus. He now has over 1000 hours of piloting experience.

A year ago, Stu took a trip to Panama with the Cirrus Owners and Pilots Association. On the way back, almost home, he had an engine failure. He departed Sedona and began climbing for the mountains ahead. 40 miles from Sedona, at 9,500 feet, his engine quit. On an IFR flight plan, he got vectors for Prescott. He found himself fully absorbed by an anxious wife and hand flying the plane and following vectors to Prescott. He switched tanks... all of a sudden the engine caught. He reported that he was primed to pull the parachute when he reached 1000 feet AGL, which was only about 500 feet below him.

After the engine came back to life, all of the gauges were green and he circled to see if the problem would come back. It did not and he assumed that he must have gotten some bad fuel when he topped up in Sedona. He continued on to near Palmdale and then back to Concord. Back at Concord, the plane was due for its annual. At the annual they found that one of his magnetos had failed. The distributor gear (plastic) had lost about 30% to 40% of its teeth! This put a new light on his experience. He may well have flown the failing magneto all the way back to Concord.

He has done some reflection on his experience and noted how the stress of the situation limits your mental bandwidth. He finds that you will have difficulty performing tasks unless you have trained for those tasks. He notes that engine failure training is done with an airport nearby and with foreknowledge. It is different when it takes you by surprise. If his training had included the use of the autopilot to fly the plane, he would have had more time and attention to diagnose his engine problem. He might have been able to restart the engine more quickly. He has also decided that if he is in a similar situation again, he will get the plane on the ground and try to find the cause with more certainty before continuing.

Thanks Stu for a very enlightening and thought provoking presentation.

Sonex project leader Lee Teicheira reported on their progress. The Chapter got the Sonex about 6 months ago, but only found a leader and a hangar to work on it about 2 months ago. In that time, the group has inspected the plane and reached several conclusions:

1. the sheet metal construction by Don Baldwin is of high caliber.
2. The wiring by Don Baldwin will need some revisions.
3. the engine has had some questionable machine work and it is not clear if or how that can be repaired or if a new crankcase will be required. Erik Schuldt will tear down the engine a bit for a further assessment. After assessing the engine, it seems to make sense to bring it up to the latest standards for such engines.

4. the instrument panel should be replaced. It is an old design and the instruments were acquired in 2000, so they are no longer supported. Better options are now easily available (at a price, of course!). Marc Ausman has volunteered to lead this portion of the project. Thanks, Marc! With the additional instrument panel work, the estimated completion cost is closer to \$9,000 rather than the original \$5,000 ballpark guess.

Meeting adjourned at 9 pm.

THANK YOU TO OUR SPONSORS!



Maintenance - Avionics - Fuel/Line Service

Larry E. Rohrbacher
Line Service Manager

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

WANTED!

HANGAR SPACE FOR RENT

This local EAA Chapter 393, Concord (Buchanan Field), California is looking to rent a hangar

large enough in which to build a kit plane.

Anyone who has any information regarding this plan, please contact this person:

Ron Lem

925 395-0672

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*NOTICE to AIRMEN: Please send me any old aviation pictures you have of yourself, your planes, and EAA events, a sort of look back at history.
Your Newsletter Editor, Bill*

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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 200 Buchanan Field Road. Enter from the west side of the building, on the west side of the airport. We always have various speakers and presentations of interest to aviators, after dinner.

Chapter 393 fly-outs are open to chapter members and guests. See the following article explaining them:

Wednesday Fly-Outs

By Harvard Holmes

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. The email address is WedFlyOut@eaa393.org. You may contact HarvardHolmes@comcast.net or Renee Robinson webmaster@eaa393.org to be added to 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: South Lake Tahoe, 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, Renee Robinson, Stu Schuster, and Clint Beacham. Pilots sometimes advertise that they have empty seats, but not always. Harvard Holmes, Bill Reining and Stu Schuster

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 11:00AM and return by 4pm.

BYE BYE, FOR NOW.





Yo tax dollars at work!

That's all, folks.

You made it to the end of the newsletter. I hope you enjoyed it! Keep on Flying!

O'B

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