

The Cleco

Experimental Aircraft Association Chapter 393

EAA 393 ANNUAL PICNIC

JULY 19, 2008 @ 12:00 NOON

Are you coming?

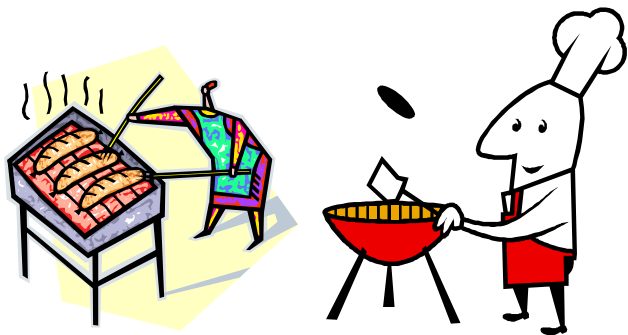
Let Louis Goodell know at 925 682 4198

We need volunteers for food. Contact **Louis Goodell** 925 682 4198

The Chapter will furnish Meat, Buns & Mixed Sodas (no tomatoes).

There will be Hamburgers, Hot Dogs, Chicken & Chili Beans.

We need Salads, Desserts, Ice and someone to help cook.



Upcoming Speakers/Topics

Dates and topics may will change!

August 27: Ken McKenzie & Bill Reining
The AirVenture Scene

Presidential perspective:

My Semi-annual Fly-In Trek

As I write this I'm about to leave on a trip I make every other year. After working hard on the Golden West Fly-In and seeing very little of it, I now get to go to the Arlington and Oskosh Fly-Ins. These are where I get to indulge my aviation interests. Each in their own way are fun shows.

Arlington, for those of you who haven't been, is the 3rd biggest Fly-In in the country. It runs 5 days, Wednesday through Sunday. It is a great example of a mature small town Fly-In. They attract in the neighborhood of 40,000 over 5 days. They have over 900 camping spaces, which mostly sell out every year. It has the feel of a very friendly gathering where the people are very pleasant. They have a small group of exhibitors and most all of the kit manufacturers attend. In past years they have had a huge Ultralight operation with many exhibitors, including rides for sale. They put on a very respectable airshow every year. But it's the food and camping that make it worth going for the full 5 days. We are very well taken care of for a very reasonable price. They also have evening entertainment in the form of fireworks, aerobatics, balloon glow display and each night they show a different aviation movie free of charge. The weather ranges from mild and sunny to wet and even hot. Usually there is a day or two of wet and the rest very nice. After this heat wave we are currently experiencing (103° today in Lafayette), I'm looking forward to some low 70's comfort. Add in to that the sights of the Seattle area and it is a great mid range vacation. It is doubly so if you take the

detour through the Evergreen Aviation Museum in Oregon.

After a week of sightseeing along Interstate 90, I spend a week with my dad at his cabin in northern Wisconsin doing some serious fishing, and then it's off to Oshkosh.

Oshkosh is the big show. It is far too hectic to relax and enjoy. But it has everything relating to aviation, and homebuilding in particular. I usually spend 5-7 days on site. The last few times I spent several hours a day in the forum tents. They attract the most amazing speakers from all over. The one thing about Oshkosh is that there are always more interesting things to do than there is time in the day to do them. So the experience is mostly about the choices you make. Last year Linda and I stayed on site at camp Scholler. It is an amazing city that comes into existence in a little over a month from empty fields. I highly recommend the experience if you can afford the time and gas to drive it.

All together I spend a little over 5 weeks making the loop. This year we plan to depart on 7/7 and return 8/12. As you can see, this means that I must miss the picnic. This year Louie is overseeing the planning and operation of the picnic, so make sure that you contact him and help him make it a success. I'll be back with all sorts of interesting stories at the August meeting, which will be devoted to reports from the members that attended Oshkosh. See you then and enjoy whatever summer plans you have.

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.

EAA 393 General Meeting Report

June 25, 2008

President Ken McKenzie opened the meeting with a welcome for members and guests. Guests included (apologies in advance for mangling these names) Stu Bowers, Beth Carver, Tom Hammett with Duncan, Mary Jo Margraff, Carol Early, Dennis Boehme, and Maurice Gunderson.

Business:

Treasurer Louis Goodell reported \$1,117.81 in checking and \$2,649.32 in savings.

Dick Sperling announced that we had recently finished the Young Eagles event on June 21, and that day turned out to be the hottest day of the year so far. We gave rides to 18 Young Eagles and we owe rides to 5 more. We discontinued the rides as the heat became unbearable. Twelve Boy Scouts got their Aviation Merit Badges. Thanks to pilots Scott Achelis, Bob Belshe, Phil Jenkins, Bill Reining, and Richard Roberts. Thanks to Greg Holbrook at PSA for hosting the event and for generously donating fuel for the Young Eagles events.

There are two more Young Eagle events scheduled for this year on September 13 and October 18. The October event already has a Boy Scout troop (~15) lined up.

Scott Achelis held off announcing a Fly-Out pending a break in the smoke. [The smoke continued through the weekend and no Fly-Out was held – ed.]

The new facility, which we will share with MDPA and a few other airport organizations, is not yet ready. MDPA is seeking volunteers to help finish up the interior – spackling, painting and such.

The B-17 event has resulted in \$684.10 for our participation, less than 1/3 of last years amount.

We need people to sign up for the picnic!

Presentation: Mike Busch

V.P. Bill Reining introduced Mike. He got involved in maintenance when he got his first aircraft. He eventually got his A & P, and started writing about maintenance issues. Now, he does seminars across the country and he will do 6 at AirVenture. He was recently selected by the FAA as the Aviation Maintenance Technician of the year.

Mike began his talk by noting that he would cover about 3 hours of material in about 1 hour. He talked about

- Reliability Centered Maintenance
- Engine Condition Monitoring, and
- Maintenance Management

Mike's slides are at http://www.eaa393.org/Presentations/Short_RCM-CondMon-MxMangement.pdf and they cover his talk better than I ever could.

I came away with the message that GA is way behind the "best practices" carried out in other branches of aviation and other industries. We need to start paying attention. With these techniques, we can save money and increase safety at the same time!

Some of the audience questions:

Q: Do you do anything to engage the mechanics in this paradigm change?

A: It's almost impossible to get mechanics to come to training. His course qualifies for IA renewal, but almost none come. It's only \$500 for the weekend.

Q: Do you have to be an A&P to change the Lycoming oil screen?

A: No, a pilot rated owner may change the oil screen. A logbook entry is required.

Q: If your monitoring shows a valve in some distress, would you alert the passengers?

A: On any other plane, Mike would address the valve problem as soon as he noticed it. He makes an exception for his plane to learn

what the margins are. He has made a conscious decision to accept the risks in exchange for gaining knowledge.

Q: In amateur built aircraft, what monitoring should we get? What is overkill?

A: Everyone should have an engine monitor – it's not just for high performance planes.

Q: How do you fly your plane? Has your engine operation changed over the years?

A: Over the last 10 years, he's flown WOT (Wide Open Throttle) and lean of peak (he was an early adopter). He has gradually changed procedures to be dead simple: a) all levers forward, or b) way lean of peak with the RPM reduced. To go fast he runs 20 to 30 °F lean of peak; normal operation is 80 °F lean of peak. He uses GAMInjectors. Lycoming engines are more likely to run smooth LOP without injector tweaking.

Q: Can you see the valve in the borescope?

A: The face, yes. The backside, only about 1/3.

Q: For an engine monitor without recording, is the recording worth the upgrade?

A: Yes.

Q: How essential is fuel flow recording?

A: Desirable but not essential.

Who can help with the Chapter's tax/income/501(c)3 issues? The Board is seeking advice.

EAA 393 Board Meeting Report

July 1, 2008

Attending: Ken McKenzie, Louis Goodell, Pete Mitchell, Harvard Holmes, Dick Sperling, and Guy Jones.

1. Louis Goodell, Treasurer, reported \$1,335.58 in checking and \$2,649.74. We have not paid MDPA for our space yet.

2. The group reviewed speaker plans. None are needed in July, and Ken and Bill Reining will review AirVenture in August.

3. Dick Sperling reported that Scott Achelis flew more flights (4) at the last YE event than other pilots. He's getting more YE forms for our events. We have run out of the metal buttons, but we still have the wristbands. We could also get sew-on patches and offer them at cost for those who like them – they are popular with Boy Scouts.

Our next YE event is on September 13.

Dick noted that we need membership information at our YE events – he'll work on getting some from Bill McCoy.

He also noted that EAA National now has a youth membership for \$10 per year. He's asked Bill McCoy to order some of these forms.

4. The Cleco contents were discussed. It will have to be done this weekend to get out in time for the picnic.

5. We need to plan the picnic. Louis Goodell has agreed to coordinate it. Let Louis know what you are bringing.

6. It was noted that Kathleen Cunningham (widow of Dave Cunningham, our member who was killed in a Cessna 150 floatplane crash recently) had expressed an interest in participating in Young Eagles events. We will continue sending her the Cleco in place of Dave, for the time being.

From our April Young Eagles Event

Photographs courtesy of Susan Wood Photography, and she has lots more of these on her site:

<http://www.susanwoodphotography.com/>









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Meeting Schedule (2008)

General (Wed.)	Fly-Out (Sat.)	Board (Tue.)
Jul 19, Picnic	Jul 26	Aug 5
Jul 28–Aug 3, AirVenture Oshkosh Fly-In		
Aug 27	Aug 30	Sep 2
Sep 13, Young Eagle Flights		
Sep 24	Sep 27	Oct 7
Oct 18, Young Eagle Flights		
Oct 22	Oct 25	Nov 4
Nov 19	Nov 22	Dec 2
Dec 6, Holiday Party	Dec 27	Jan 6
Jan 28, 2009	Jan 31	Feb 3
Feb 25, 2009	Feb 28	Mar 3
Mar 25, 2009	Mar 28	Apr 7
Apr 22, 2009	Apr 25	May 5

Our meetings are open to the public. 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 building at 161 John Glenn Drive (formerly Budget Rent-A-Car), north of Sterling Aviation.

Chapter 393 Fly-Outs are open to chapter members and their guests. Email EAA.393.flyouts@gmail.com (preferred) or meet at the building noted above 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.

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We are on the Web!
<http://www.eaa393.org>
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