



JUNE 2010

This Month's Speaker is Tracy Peters

I will be doing a presentation the development of the flying wing in Germany and the United States. Our June speaker cancelled on me Saturday but I have backup plans now!

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.

The Menu

by Rick Bourgeois

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

- Shrimp Orzo
- Salad Garlic Bread
- Beverages Cookies

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

Summer is upon us! Lots of flying, air shows, barbeques, etc. Speaking of which, we are flying Young Eagles on Sat., June 26 – **volunteers are needed!**

- The EAA Chapter 393 BBQ is July 17 – mark your calendars!
- AirVenture 2010 in Oshkosh, Wisconsin is July 25 through Aug 1 – see you there!

Thanks to our members who participated in, and supported the Golden West Air Show. I am told that several people spent long hours making it happen. My hat is off to you! The willingness of EAA members nationwide to volunteer has made our organization what it is.

Joe and Dan Thomas attend the Air Academy in Oshkosh this month (June 20 – 24). Our chapter is helping pay their tuition, thanks to credits earned from flying Young Eagles last year. As I write this, the brothers are leaving in two days, excited to begin their own adventure. I'm confident we'll hear a full report from them at our August meeting.

On a personal note, my wife and I depart for Alaska on June 16. We will be gone until July 5. I am going backpacking for a week with my sons and brothers-in-law immediately afterwards. So I'll not be home until the week of July 12. Tracy Peters, our Vice President, will take charge in my absence. Have fun, and please fly safely.

Young Eagles

Volunteers Needed!!!

EAA Chapter 393 is holding a Young Eagles Rally on **Sat., June 26**. We need both pilots and ground staff. (A document with a description of staffing requirements was attached to Bill Reining's 6/15/10 e-mail).

The day begins with briefings for both ground staff and pilots at 8 am. The last flights usually are finished by 1 pm, depending on demand.

If you can help, please respond to our Young Eagles Chairman, Dick Sperling, either by email (sperli6@comcast.net) or phone (925) 356-5656.

Thanks,

Bill Reining & Dick Sperling

Member Profile: Harvard Holmes

My earliest airplane memories are of a wrecked Piper Cub fuselage in the back yard. My mother tells me that my first general aviation airplane ride occurred by age three. Then the Piper Cub was wrecked – hit by another plane that got loose from its tie downs

in a strong windstorm. It became a play structure, occasionally rolled upside down so that we could “fly” inverted. In the garage was a link trainer – very dark inside and not very interesting.

My parents divorced and I spent summers with my father. In the mid ‘50’s he had an Ercoupe. Occasionally, we would get up early in the summer and fly for an hour before work. I sat on a cardboard box to see over the panel. We also went on trips and I absorbed various aspects of airplanes – navigation, trim, stalls, taxiing, density altitude, and such.

Then in the ‘60’s and ‘70’s, it was motorcycles, poverty, girls, school, marriage, kids, poverty, work, house, grad school, divorce - did I mention poverty?

Along about 1985, my eldest daughter, Melissa, still in high school, announced that she would like to learn to fly an airplane. I joined the UC Flying Club in Oakland and she became a pilot, getting her license a year or two into college. But her eyesight ruled out an airline career, the airlines insisting on near perfect vision at that time. She took me for my first ride in a Cessna 172. She liked talking on the radio – now she’s an air traffic controller working at Oakland Center in Fremont.

My daughters graduated and neither one took me up on an offer to pay for graduate school. They were independent!! Sara, my second wife, thought that a R/C glider would be a fun Christmas present. I enjoyed that. But it was boring for Sara, who said, “How about the real thing?” So, at the ripe old age of 52, I became an aerial menace. After a year and a half (old folks learn slower) my instructor said I was “ready,” and I passed the flight test.

After about 6 months of renting, I decided to get an airplane. My brother-in-law was a pilot who had

been inactive for a while, but he had gotten back into flying a couple of years before. He was a willing partner and we got an old Mooney M20E. We made our fortunes small on that plane, but we flew it a lot of places – around the US, Canada, Alaska, Oshkosh, Catalina Island, and the Hayward Air Rally (which we won once).



After a long and satisfying career at Lawrence Berkeley National Laboratory doing software development and project management, I was ready to retire. To prevent brain rot, a project was needed. I had joined Chapter 393 as a student pilot, and by this time had even served as Chapter President, so it would be an airplane project. Sara had noticed that her ears “popped” when we went up and down – a nice Lancair IV-P would fix this! I retired on a Wednesday in 2004; on Thursday, we packed the car; on Friday we drove to the Lancair factory in Redmond, Oregon. On Monday, we were in the shop working on our airplane! Guy Jones made it more possible by loaning us his fifth wheel trailer and even hauling it up to Oregon for the month that we were there working in the Lancair Build Shop. We returned to Concord and set up shop in the half hangar that Fred Egli had, next to his Lancair. After a year, we moved to our own hangar to have room to put the wings on. We have been building ever since, except for a few gaps in our determination.

EAA General Meeting Notes - Wed, 5/26/2010

Visitors and Guests: **Chuck Jenkins** from Pittsburg – building an RV-4; **Guy Cole** from Redding, has a Turbo Arrow, building an RV-8; **Bill Anderson**, guest of Tom Shaw; **Dick Otto**, has not joined yet, building a Zodiac 601; **Pete Manitus** (?) from Martinez, he’s got a 172, & went to Columbia with us; and **Rich Henning**, past member.

Rich Sperling, Young Eagles Coordinator, reported that we flew 31 Young Eagles and 13 Adult Orientation flights at the last event on May 15. Our next Young Eagles event is scheduled for June 26.

Duane Allen reported on the latest AAC (Aviation Advisory Committee) meeting. These meetings are held once a month on a Tuesday at noon. The meeting starts with a roll call – nine members were present. There are some new board members.

There will be a notice soon of work on the East Ramp.

The helicopter patterns have been moved.

Pat Howlett wanted to put something in the paper about a reduction in noise complaints – there was concern that this would prompt new complaints.

The power plant at Byron is still under consideration.

There were a couple of hangars rented.

There have been some noise complaints that used rather vulgar language.

The Dodge dealership wants to cancel their automobile parking lease.

The next meeting is scheduled for June 21.

<http://ca-contracostacounty.civicplus.com/static/depart/airport/>

The airport will be mowing the grass.

Keith Freitas gave a Powerpoint presentation of salaries and benefits – the highest paid person in the county gets less than Keith Freitas.

At the meeting, Jerry Alves also had comments on airport staff salaries and benefits.

In a Bay Area review of reliever airports, Concord and Travis were the top contenders – perhaps Concord will see commercial traffic again by 2020.

Hangar developments by Silver Pacific seem to be fading – they quit paying rent.

Hangar developments see a renewed interest by ADG.

Jerry Alves reports vacancies of 10% in his hangars.

The airport web site has a waiting list for hangars with 138 people on it.

Bill Reining, Chapter President, will forward notices of meetings to the members.

Tom Howard proposed that this month's fly-out go to the Air Show at Hollister. The field will be closed from 11:30 am until 3:00 pm, so we need to leave at 10 am. Contact Tom if you are going or need a ride.

Pete Mitchell, Chapter Secretary, noted that Gerry Grover passed away in March. He was one of the early members of Chapter 393 and had donated a Breezy to the club.

Ken McKenzie reminded members of the Golden West Air Show on June 11-13.

Summary of May's Program

Tracy Peters, Vice President, introduced Harry Green, our speaker for the evening. He is with the San Francisco Coast Guard Station. He also flies a Stearman out of Columbia.

Harry has been flying since he was 15 years old. He started for the airlines, but discovered helicopters. He went to the Coast Guard for training. He flies the Dolphin and will be going to Alaska shortly on re-assignment.

His presentation focused on how pilots can help the Coast Guard successfully rescue them. His major points were:

- Provide a flight plan with someone trustworthy – trustworthy means they will notify Search and Rescue **within an hour** after you are late. Delay makes it much harder to find you.
- **Wear** your flotation device – a water landing will likely flip the plane over unless it has retractable gear, and you are unlikely to retrieve anything from the airplane.
- **Notify** someone of your position as accurately as possible, as you will drift with time in the water, and the search area becomes larger and larger with time, making your rescue less likely.
- **Practice** getting out of the plane – you will be upside down in the dark – if you have not practiced with handholds and releasing the seat belt, you have strikes against you. Most airplanes sink very quickly.

Golden West Regional Fly-In report:

By Ken McKenzie

This year's Golden West Fly-In has come to another successful conclusion. We had to make due this year with less of everything. Less volunteers, less Airshow, but most of all less good weather.

The weather was the big news at this year's show. The show opened on Friday 6/11 with clear and sunny conditions, just what we like, mid 80's temp., again just the way we like it, winds out of the south (unusual) 30 mph gusting to 50, not what we like at all! Not too many planes arriving on Friday. Saturday came with warmer weather, still clear and sunny but the winds were still nasty at 20 mph gusting to 30. By Sunday the weather had improved to near perfection, sunny, mid 80's and gentle breezes. However the damage had been done. The crowds had stayed away and even some of the pilots who almost always show up decided to pass.

Now ordinarily this would have been a death blow after very lite attendance last year. But the organization was in full economy mode this year, having cut expenses by half, and put on a very lean show without eliminating any essential features. We just did more with less. This has allowed Golden West to survive into another year.

The show was well attended by 393 members as usual. I saw **Bob Belshe, Ernst Freitag, Eric Shuldt, Bill Call, Renee Robinson, Guy Jones, Bruce Hobbs** and of course Linda and myself, along with **Tracy Peters**. Tracy was drafted at the last minute to fill in as Fly-In chairman, a roll he has taken on in the past. Linda & I ran the campgrounds and I performed my usual duties as electrician. This year Golden West drafted Renee to operate forums, something that we hope she will do again next year.

393 members were featured very prominently in this years aircraft judging. We took 2 of the six Grand Champion awards. Grand Champion, Plans Built was awarded to Eric Schuldt for his beautiful Volksplane. Grand Champion, Kit Built was awarded to Bill Call and Duane Allen for their exceptional Lancair ES. Congratulations and well done to all.



GRAND CHAMPION - Bill Call



GRAND CHAMPION - Eric Schuldt

The Saturday night speaker at the awards dinner was a U-2 pilot from Beale AFB, just down the road from MYV. He gave us the inside scoop on what day to day life is like for a U-2 pilot and instructor. He also provided an amazing blooper reel of unbelievably bad landings. That is one tough aircraft.

After the talk we were invited to screen an unreleased movie, The Fly Boys, not the original movie of that name but an entirely new film (2008) that will be mass released in a few months. It involves the adventures of two 12 year old boys who stow away on a mob owned Beech 18. It's part Disney with just enough darkness and action sequences to keep the adults engaged. I highly recommend it. Good fun with some great flying scenes.



Eric with his Volksplane

I ran into Marc Cook, editor of Kitplanes magazine on a tour of the homebuilt aircraft parked in the field. He was there with his beautifully done GlaStar Sportsman 2+2. I lobbied him about the possibility of making Golden West an official GlaStar club event and his reaction was quite positive for next year.

One of the event highlites was an official attempt by the rebuilt Blue Thunder II to set a 100 km C1c class speed record. The original Blue Thunder, a modified Thunder Mustang powered by a Falconer 600 CI V-12 engine, set a speed record several years ago at an earlier Golden West. The original was destroyed in an after landing fire at the reno air races a few years ago. This years attempt got off to a slow start when during the 1st attempt on Friday one landing gear refused to retract and they had to return to the hangar for some maintenance. However, by Saturday they had all the bugs out of it and turned in a 361 mph performance beating the old record of 330 mph. However, on Sunday they made another attempt to better their previous time. This time they turned in a 363.9 mph run. The team is now awaiting confirmation of the official on site judges and the record will belong to them. Here's a link to the General Aviation News article:

<http://www.generalaviationnews.com/?p=24883>

I managed to attend several forums and I have to say that these are my favorite things at any Fly-In. I always learn amazing things listening to these experts talking about things that I'm familiar with only in passing.

As one of the founders of Golden West, I am still amazed that more EAA members don't make the effort to attend this event. We created it mostly so homebuilders would have a place to gather and learn from each other and so the members who couldn't get to Oshkosh would have a more local place to share the joys of homebuilt aviation. I really would hate to accept that Californians won't support a Fly-In in their own state. Oh well, for now, there is always next year. See you there?

Fly-out to Hollister - May 29, 2010

by Harvard Holmes

Well, we had a fun time, Bob Belshe, Harvard Holmes, and Tom Howard. There were lots of things to see at Hollister's Airport Day. Apparently, everyone else had other plans for Memorial Day weekend. We arrived about 10:30 AM and parked in the front row. Admittance was free for fly-ins, and we walked around the warbirds, Steermans, helicopters and such. The airport closed at 11:30 and the aerobatics started, while we went to have lunch at the Ding-a-Ling Café.





Fly-out to Petaluma - June 2, 2010
by Harvard Holmes

The following Wednesday, the Proficiency fliers gathered and went all the way to Petaluma. For this event, we had 11 planes and 18 people. Bill Reining and Renee Robinson flew out of Oakland, Bill in his Cessna 182, and Renee in a club Cessna 172. Renee is now approved for solo local flights out of Oakland, and later in the afternoon, she was flying cross-country down to Paso Robles in preparation for her check ride. Harvard flew over from CCR in his Egli Lancair. Eric Schuldt flew over in his Volksplane. Nathan flew over from CCR in his twin Comanche with his instructor Ben. Duane Allen flew over in his Cessna 182 with Guy Jones. Ron Robinson flew his Glasair with Tom Howard. Scott Achelis came in his RV-6A. Stu Bowers and his son Byron came in their Cessna 140. Clint Beacham came with his wife and son in their Cardinal. Bob Belshe flew his Lancair with Vi Egli.



EAA 393 Board Meeting Notes

June. 1, 2010

The Board Meeting started promptly at 7:00pm.

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

Absent were Renee Robinson, Webmaster; Guy Jones, Past VP; Louis Goodell, Past Treasurer.

Treasurers Report

Combined Savings & Checking balance is \$5,211

Year-to-Date Revenues \$2435

Dues income \$1,630 (with 54 paid members), Dinner Income \$865

Year-to-Date Expenditures \$1,659

EAA Insurance \$321
Dinner & Raffle Expenses \$341
Young Eagles Expenditures \$71
Postage & Newsletter Printing \$179
Rent to MDPA \$600
Misc Expenses \$147

501(c)(3) Status Bob to follow up

Dinner

Rick provided the Menu for June.

Newsletter Editor

Submissions for the May newsletter are due by Fri, June 11.

Asked Harvard to write up a profile about himself.

Vice-President

June speaker – a glider pilot

Young Eagles.

Adult orientation rides forms to be submitted to Oshkosh for the complimentary 6 month EAA membership.

Bill has drafted Young Eagles Rally job descriptions & various forms to facilitate safety during the rallies.

Picnic

Ken & Tracy will supply shade tents.

It was suggested that we use E-vite to keep track of who is coming and what food is being brought.

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

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)

HANGAR FOR SALE

I have a hangar for sale (LCA D-32) at CCR asking \$63,000. It has improvements including a mezzanine above with stairs and cabinets/desks below. It also has various shelving and work benches.

Brad Fretz

510-914-3708

Thanks to our Donors and Sponsors



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Chapter 393 of Concord, CA

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Thanks to our Donors and Sponsors!



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Meeting and Event Schedule (2010)

Board	Y Eagles	General	Fly-out	Other
Jun 1	Jun 26	Jun 23		
Jul 6			Jul 31	
		<i>Arlington Fly-in, Arlington, Washington</i>		<i>Jul 7-11</i>
		Chapter 393 Picnic		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	Sep 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
Jan 4		Jan 26		
Feb 1		Feb 23		
Mar 1		Mar 23		
Apr 5	TBA	Apr 27		
May 3	TBA	May 25		
Jun 7	TBA	Jun 22		

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.

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