



March 2014

Next General meeting Mar. 26 2014

President's Notes March 2014

Spring is in the air! Suddenly the sun is still up after 7pm (thanks to Daylight Savings Time), tee shirts and shorts are coming out of the closet, and good flying weather is with us again. In that regard, several of us had a good time at the airport café in Auburn while celebrating Harvard Holmes' 70th birthday. A few weeks earlier we did the same thing for a significant birthday for Bob Belshe at the Petaluma airport. If you can possibly get away, please join us for the Wednesday fly-outs – it's a lot of fun. Extra seats are usually available.

A dedicated group of EAA 393 and MDPA volunteers successfully sorted out the many things in storage and moved them such that all of EAA 393's stuff is now in the office storeroom, and all of MDPA's stuff is now in the garage storage room. This should eliminate any confusion when it comes to looking for paper plates, serving dishes, etc. It does mean that the EAA 393 refrigerator is now in the office (more convenient for the cooks in the kitchen, but a little further to the serving area in the meeting room).

Another hard working group is making progress in readying the picnic area for the AstroTurf. Scott Achelis has done a superb job in removing a layer of dirt and applying the rock base. Anchor points have been prepared for the future picket fence. Meanwhile, over at the golf course, holes are being dug for new signposts to bear the Young Eagles banner. The new banner location should be highly visible from Concord Blvd.

Please mark your calendars for the 3rd Saturday of each month, starting in April, for our Young Eagles rallies. As before, we will need plenty of volunteers to make each rally successful.

President Notes Cont.

We have a new Lifetime Member: Jack Davi. The board voted unanimously to bestow this honor on Jack during the March 6 board meeting. Jack recently donated another \$2000 to the chapter to support the picnic area building fund (he donated \$2000 last year for the Clubhouse remodel). Jack, with the help of Tracy Peters' and Rick Bourgeois' family, generated about \$3000 for the chapter from hot dog sales at the Watsonville Airport last Labor Day weekend. Thank you Jack – you have more than "paid your dues"!

It's that time of year to pay dues (\$30). If you haven't done so already, you can pay by:

- Writing a check payable to EAA Chapter 393 and mailing it to PO Box 6524, Concord, CA 94524-1524, or
- Giving a check or cash to our Treasurer, Bob Belshe, at the next meeting on Feb. 26, or
- If you have a PayPal account, sending \$30 to treas@eaa393.org.



Work in progress on the turf project

General Meeting for February

President Bill Reining called the meeting to order at 7:30.

Bill thanked our dinner coordinator Rick Bourgeois for all his work on an excellent dinner.

Our guests were Ron Boone, who lives in Pleasant Hill. He is building a Stolp Acroduster Two Biplane and seeking review by a Technical Counselor. Our other guest was Gary Kelson from El Cerrito who has an RV-8 project. He is looking for Tech Counselors. He has had a Bonanza for 30 years, but could use advice on pneumatic and electrical issues.

Bill asked members to give a brief introduction so that our guests could get a feeling for members' aircraft.

Treasurer Bob Belshe gave the treasurer's report; we have \$5300 in the bank and 43 paid members.

Bill Reining announced that Jack Davi was giving the Chapter \$2000 to erect a fence for our Young Eagle events. The Airport was financing the installation of Astroturf on the picnic area in front of the Clubhouse. Scott Achelis is leading the effort to install the Astroturf and erect the fence.

Bill Reining and Dave Thacker have briefed the Airport on these activities and the Airport is spending \$1800 on the Astroturf project and also providing window treatments for the Clubhouse. These projects have been given priority over the air conditioning improvements until July 2014, when a new budget year starts for the Airport.

Bill noted that the fence would cost a bit more than Jack Davi's contribution, and asked the members if they would approve spending Chapter funds on the project. Scott Achelis moved that the Chapter approve up to \$1000 for this, although current plans are to spend only about half of that. Harvard Holmes seconded the motion; it was approved unanimously.

Vice President Tracy Peters announced that he was running out of time to run the selection process for our Air Academy candidate and requested help. Bill Bower and Scott Achelis have volunteered to help. Our Air Academy reservation is for a female candidate, aged 16 to 18, for the session in late July and early August.

General Meeting Notes Cont.

Bill Reining reported that EAA and MDPA have found their shared space in the Clubhouse to be confusing, so the groups have decided to have EAA use the office space, accessible from the fireplace room, and have MDPA use the storage area in the garage. EAA and MDPA will get together on March 15 to move their materials into these spaces.

Young Eagles: Our next event is scheduled for the third Saturday in April. Scott Achelis has volunteered to erect new posts on the golf course grounds, where Diamond Avenue intersects Concord Avenue. Tracy Peters is arranging for the sign to be made.

Bill Reining noted that there will be a Sport Air Workshop in Watsonville for \$350, for anyone interested in aircraft construction. There are 4 tracks: sheet metal, composites, fabric, and electrical.

Tracy Peters announced that he was working on a series of hands-on technical meetings. He would show a video on the topic, and then arrange a hands-on meeting for members to try out the techniques. Riveting will be an early topic; Tracy has lots of scrap aluminum donated by Dick Rihn.

Tracy noted that there were 2 Boy Scout troops who were unable to participate in our Young Eagle events last year. These troops want to attend our April Young Eagles event this year. Both troops are from Pleasant Hill.

For our presentation, Tracy Peters showed a video illustrating the construction of an RV-7 vertical stabilizer. It was a good presentation of riveting techniques.

Board Meeting Notes

March 6th

President Bill Reining called the meeting to order at 19:05.

Present: Bill Reining, Tracy Peters, Pete Mitchell, Bob Belshe, Vi Egli, Renee Robinson, John Davi, Rich Bourgeois, Harvard Holmes, Guy Jones and Scott Achelis.

Secretary – Pete Mitchell

We have a new member: Tom Cronin, for a total of 58 members. 13 have yet to pay their dues for 2014. Bill Reining motioned, and the board agreed 11/0, that in light of his \$4,000 in donations and \$3,000 in income from the Watsonville Air Show hotdog sales, we grant John Davi a lifetime membership. Congratulations Jack!

Treasurer – Bob Belshe

We have a bank balance of \$6,068 and Young Eagle credits of \$1,470.

March 26 General Meeting – Tracy and Rick

Tracy will conduct a hands-on workshop for sheet metal preparation and riveting in our clubhouse garage. Anyone with ideas for future programs or speakers please let Tracy know.

Dinner menu, Roasted Chicken, Chili Beans, Potato Salad, Dinner Rolls, Salad, Dessert and Drinks.

Picnic area improvements – Scott Achelis

45 Tons of rock has been deposited in the picnic area. There is a work party scheduled for Saturday March 15th to level and compact the area.

Two five foot post holes are needed for the Young Eagles banner near the golf course.

Storage Move- Bill and Tracy

The decision has been made for 393 and MDPA to use separate storerooms. 393 will use the office next to the fireplace room. MDPA will use the room within the garage which has sufficient electricity for their two refrigerators. Board members will make the transfer on Saturday, March 15.

Young Eagle Rally preparations

The wording for the new banner was discussed. Tracy will set up a Goggle phone number for Young Eagle calls that can be redirected as needed. Renee has ordered supplies from national. National has changed their registration form; Renee will have to adjust our computer program to match. Tracy will work on an Eagles Flight poster for display during the rallies. John Davi will insert a Young Eagles Rally notice in local newspapers. Harvard will refresh the aircraft movement ramp markings. Tracy expects about 15 scouts from two troops. Renee has requested (and subsequently received) insurance coverage for the rallies

For this year

Window Blinds – Tracy

Blinds will be ready for the work party next weekend, March 15.

Air Academy – Bill Bower & Scott

Tracy has problems with his Young Eagle database needed to select potential candidates. The list is expected soon.

Miscellaneous

Outdoor speaker may be installed during the workday Saturday, March 15.

The Varieze move is still pending Ken McKenzie's hangar cleanup at Gness Field. Bill Reining has submitted an EAA 393 advertisement for the observation area near the tower. The airport plans to install it during updates in April. It was decided to move the board meeting night to the first Wednesday of the month.

Adjourned 20:45

PJM

Mar 26 Dinner Menu

- Roasted Chicken
- Chili Beans
- Potato Salad
- Dinner Rolls
- Salad, Dessert and Drinks

Items For Sale

1. A complete new Dynon D1 Portable EFIS w/ installation apparatus.
2. Unit purchased for a RV-12 but never used. I paid \$ 1436.00 / asking \$1000,00 or best offer.
3. Pilot PA-400 4 way stereo intercom box never used. Same as above. Paid \$185.00 / asking \$140.00 or best offer. Contact Dick Sperling sperli6@comcast.net

EAA Chapter 393 Newest Life Member

Jack Davi

Chapter 393 is honored to have Jack Davi as a member and to award him a life time membership for his contributions to the Chapter as well as his dedication as a Young Eagles Co coordinator with Renee Robinson. He has been a long time EAA member and was previously with Chapter 119



where he had flown over 13 percent of the Young Eagles.

John has been involved in aviation all his life., building models, hanging around the old Martinez Airport and working to pay for flying lessons. One of the stereo-typical who have grown up around aviation. John had family in aviation from an uncle who flew seaplanes around the world and others in flew in WW II.

On one memorable flight John flew a friend to Carmel Valley Airport from Martinez. The date was December 7th 1941. John and his friend had to get special permission to fly the Piper Cub back to Martinez, where the prop was removed and the plane made non flyable for the remainder of the war.

After the war John soloed and obtained his private pilot's certificate in a Piper Cub. Since then he has flown a variety of aircraft including a Champ Chief, Luscombe Silvair, Taylorcraft Cessna 140.170. 1947 Bonanza, Stinson 108 and L5. One of the most interesting purchases John made was a pair pf BT-13's the "Vultee Vibrator" which he bought for \$450 each.

Another major purchase was a Stinson 108 which he flown early in the aircrafts life when it was based at the Martinez Airport. John eventually tracked down the plane and rebuilt it after suffering a ground loop accident at the Byron Airport.

John joined the Air Force and spent 18 months on active duty followed by 10

years in the reserve. He spent much of the time stationed at Hamilton Field as a Flight Engineer being discharged with the rank of Senior Master Sergeant.

John took over his fathers printing business whne his father passed away in 1953 eventually selling the business to the partner. Running a business and starting a family including a son and daughter did not deter John from flying even after the death of his wife and having to raise his children alone. Even with his full plate John ran for City Council in Martinez being elected as Vice-Mayor a post he held for 4 years.

This experience as well as his printing business experience led John to a life long career. The company he was working for printed election ballots, eventually inventing a punch card system eventually used in 35 counties in California, as well as Washington DC and other states. Finally retiring in the mid 90's John joined the EAA and Chapter 119 in Watsonville where he served as the Young Eagles coordinator and Chapter President. He joined Chapter 393 when he moved to Rossmoor and has been a Young Eagles Coordinator and continues to be a busy member and attending AirVenture in Oshkosh. I remember a couple years ago standing at the bus stop waiting to get to the show and who is standing there but John. .

John Davi Cont.

I was surprised to see him there because he has just had heart surgery the week before. The just tells you the toughness of Jack not letting anything stop him from attending.

One of the major reasons John wanted to help Young Eagles was his own experience as a child, and the enthusiasm he had when taken up for his first flight. He felt that the EAA initially focused too much on the technical side of home-building, and the Young Eagles program branched out to the community, bringing in new faces to flying.

With all of the effort John put into the chapter, Young Eagles, and the EAA, John was awarded an Outstanding Chapter Service Major Achievement Award from EAA in 2002.

John continues to devote many hours to Chapter 393 and the Young Eagles program. He recently donated \$2000 to help the chapter with our current turf project and fencing that will be a big help with this years Young Eagles Rally.

With Jacks devotion to the EAA and Chapter 393 the Board of Directors is honored to award Jack Davi a Lifetime membership. Thanks John for everything you do and your devotion to Aviation and the Young Eagles program.

(I wish to thank Chapter 119 for help with this article)



We Need Stick Shakers

Posted on [February 12, 2014](#) by [Mac](#)



The FAA recently announced streamlined procedures to allow installation of angle of attack (AOA) systems in general aviation airplanes. That's good news because the STC process for approving an AOA system in a standard airplane can be so cumbersome and costly that few equipment manufacturers want to undertake it, and few airplane owners want to pick up the extra cost.

Homebuilders can, of course, install an AOA system without specific FAA approval just as they can put other avionics in their airplanes without TSOs or STCs. And many builders are doing just that.

Many safety experts believe AOA indication systems can prevent low speed loss of control accidents by showing a pilot the actual AOA and margin above the stalling AOA. It makes sense. If you avoid the stall you avoid losing control, and maintaining AOA below the stalling angle means you can't stall no matter what the attitude or airspeed.

But I believe measuring AOA is only part of the safety advantage. The other element is how to make the pilot aware of AOA, particularly when the angle is nearing stall. And I firmly believe

only a stick shaker can deliver the warning in a meaningful way to actually improve safety through stall avoidance.

There are unlimited methods of displaying AOA to a pilot, particularly if a flat glass display is in the panel.

Some of my favorite display techniques are marks or chevrons that show the stalling AOA on the PFD and indicated which way to push the nose to reduce AOA. There are also basic vertical displays that can be mounted close to the

pilot's line of sight over the glareshield that simply point down when AOA is approaching a stall.

But whatever display is installed they all have one thing in common—you have to look at them and make an interpretation of what the display means. And that's why I don't believe visual display of AOA will do much good to prevent the typical stall-spin accident.

When pilots unintentionally stall airplanes they are usually distracted by something, often a loss of power, or they have, as the safety experts say, become task saturated. In those situations the pilot is not looking at the information in the panel or at least not interpreting it correctly. The distracted brain is paying attention to something other than AOA, and in a situation, such as a forced landing, where so much is happening so fast and so confusingly our brains just can't process everything.

That's why the stick shaker warning is so important. A shaker vibrating the controls in your hand cuts through the distractions and information overload better than any aural or visual warning can. A shaker is intuitive. It requires no interpretation. The learning curve is straight up.

If you don't believe me drive one of the several new luxury cars that have shakers in the seat to warn of

collision threats. Even when you have no idea that a warning shaker is installed, such as when driving a rental car, when the shaker goes off on the side of the seat you look instinctively in that direction.

I even read a story about a company making clothing with shakers. The shakers are connected to a navigation system so you can be guided soundlessly by the position of the shaker in your vest.

The stick shaker has decades of proven success in jets. Jet pilots simply aren't stalling and spinning and the shaker gets some credit. But the more convincing demonstration of the effectiveness of the shaker is when flying a wind shear escape.

The stick shaker warning is calibrated to fire at an AOA safely above the stall. That also happens to be the most efficient AOA for maximum climb gradient in most airplanes. So in the simulator pilots are taught when trying to escape a severe wind shear encounter to pull the nose up until the shaker fires. Then you relax back pressure just enough to keep the AOA going in and out of the shaker. That's the AOA at which the wing can produce the most lift and offers you the best chance to get away from the ground.

During a wind shear encounter the airspeed is all over the place and the optimum pitch angle is constantly changing. There is so much to look at and interpret on the instruments that the shaker becomes the intuitive way to find best angle of climb when your brain is in overload.

A stick shaker is an electric motor with an eccentric weight attached. A shaker for GA need not be complex or expensive. It can be attached to the control column or stick almost anywhere and still

deliver the unmistakable vibration to your hands.

I hope and expect to see more AOA systems for GA introduced soon since the FAA changed its certification policies. I just hope stick shakers are part of the new systems. Shakers can make a difference.

This entry was posted in [Mac Clellan's Left Seat Blog](#).



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: 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.

The Experimental Aircraft Association

Chapter 393 of Concord, CA

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Photographer Tom Howard

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Webmaster Renee Robinson

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Chapter meetings are held on the 3rd Wednesday of the month at 200 Sally Ride Dr Concord Ca. Meetings are open to anyone who loves aviation and wants to learn more.



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Meeting and Event Schedule

Board	Y Eagles	General	Fly-out	Other
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		Mar 26 General Meeting		
		April 1-6th Sun and Fun		
		April 2 Board Meeting		
		April 19 Young Eagles Rally		
		April 23 General Meeting		
		April 26 Mariposa Air Show and Family Day		
		May 7 Board Meeting		
		May 17 Young Eagles Rally		
		May 28 General Meeting		
		June 4 Board Meeting		
		June 6-8 Golden West Fly In		
		June 21 Young Eagles Rally		
		June 25 General Meeting		
		July 28- Aug 3 Air Venture 2014		
		Aug 6 Board Meeting		
		Aug 16 Young Eagles Rally		
		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 Club House 200 Sally Ride Dr. Chapter 393 fly-outs are open to chapter members and guests. See page 5 for details.		

EAA Chapter 393

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We are on the Web!

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Email: nle@eaa393.org

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