



September 2015

Next General Meeting September 23rd

Young Eagles Rally Sept 19th

President's Notes

President's Notes September 2015

Hmmm – the kids are back in school, Labor Day has come and gone, the days are getting shorter – Fall is upon us!

Let's reflect for a moment on the summer just past. Several members found their way to Oshkosh for one of the most successful AirVentures ever recorded. We flew lots of Young Eagles each month. We were able to completely pay for our candidate to the Air Academy out of credits earned from Young Eagle flights in 2014. The Wednesday Fly-Out group explored airports all over northern California.

And what can we look forward to for the remainder of the year? Two more Young Eagle rallies are scheduled: Sept. 19 and October 17. (With any luck the air will not be as filled with smoke as it was during the August rally!) Election of new chapter officers will be held in October. We are already planning for the Holiday Party, to be held Saturday evening, December 12 in the Clubhouse.

Speaking of the Clubhouse, it is true that a developer has approached the airport staff with a proposal that would occupy the area now used by the Clubhouse. Details of this proposal have not yet been disclosed. It will take several years to happen, if ever.

President's Notes Cont.

Meanwhile, our chapter, along with MDPA, has submitted a summary of requirements to the airport staff for a replacement facility, hopefully to be mandated as a part of the

General Meeting Notes

August 2015

Tracy Peters called the meeting to order at 7:30 pm in the clubhouse meeting room.

Tracy expressed our thanks to Rick Bourgeois for dinner arrangements.

Visitors included Robert Strother, who lives in Pleasant Hill and has about 400 hours of SEL. Additional visitors included Craig and Mitch. One of them was a member in the early 90's and now lives in Danville. They have an RV-7 in the LCA hangars and are interested in talking to Renee Robinson about a Challenger II that they have built. Another visitors (I missed his name) has been an EAA member for 25 to 30 years and has an RV-7 that he is looking for a hangar for. He lives in the Oakland hills.

Our treasurer was unable to attend, but we have \$8,000+ in assets at present.

General Meeting Notes Cont.

Renee Robinson reported on our August 15 Young Eagles event. We flew 75 kids. We still need more ground volunteers. Renee has agreed to assist the Livermore Chapter to put on a Young Eagles event at Turlock on September 26. The Livermore pilots will attend our September 19th event to see how we run things. They expect about 125 kids.

Our October 17th Young Eagles event is oriented toward Boy Scouts and Sea Cadets. These groups prepare a BBQ, so we will have some great food to enjoy. We have 65 kids signed up so far. We could use two more Boy Scout aviation merit badge counselors.

The Chapter Holiday Party is scheduled for December 12 at the Clubhouse. We will be sending out invitations in the next month or so.

Scott Achelis reported that the replacement windows for the clubhouse are here, but he is having trouble scheduling the replacement because the clubhouse is very busy and his own schedule is pretty full, too. Scott reminded us that there is always the possibility that business development could occur on the site where the clubhouse is situated, causing us to be evicted. Indeed, there are signs of development interest. The Airport staff have asked for our input so that replacement quarters could be provided by a developer, if that comes to pass.

Jack Davi, chair of the nominations committee, reported that all of the existing officers are willing (eager?!) to be replaced. He has candidates for all the positions; at the September meeting, nominations from the floor will be accepted, in addition to those volunteers already identified.

Tracy reported that our upcoming speakers include Marc Ausman, who founded Vertical Power, who will speak next month. In October, we hope to have the IAC (International Aerobatic Club) president from the Livermore chapter speak to us. We still need to find a speaker for November.

Program: Our speaker was Elliott (sp?) Thompson, whom the Chapter sent to the EAA Air Academy this summer. Elliott explained that his days started at 5:00 am to get up and get ready, then breakfast at 7:30 am, classes from 9:00 am to noon, lunch, workshops from 2:00 pm until 4:00 pm, and then dinner at 5:00 pm. The workshops included instruction and hands-on experience with sheet metal, composites, and wood. The workshops taught what you needed to know to construct an airframe from metal, wood or composites. They were also able to enjoy AirVenture and do some flying. He had a variety of pictures. Thanks very much to Elliot (sp?) for his presentation.

Tracy adjourned the meeting.

Young Eagles Report -Renee R.

In August, we flew 75 children. For September I will be involved in two Young Eagles events. On the 19th, we will have our traditional Young Eagle event at Concord. This month we are expecting a few pilots from EAA 663- Livermore chapter to fly with us. Then on the 26th, I have been asked to be the coordinator for a Young Eagles event in Turlock. Since this event is expecting over 100 children, we hope to see both Chapter 663 and 393 pilots to assist with the large numbers. Please contact Renee for more info.

Keeping ADS-B Mindful of Amateur-Built Possibilities

September 17, 2015 - Earlier this week, Sean Elliott, EAA vice president of advocacy and safety, attended the Equip 2020 work group in Washington, D.C. The group is focused on identifying and mitigating the potential obstacles for equipping aircraft operating within Class B and C airspace and above 10,000 feet MSL with ADS-B "out" avionics.

Members of Equip 2020 include the airlines, avionics manufacturers, and many GA organizations such as AOPA, GAMA, NATA, NBAA, etc. The overall goal of the working group is to make the transition to satellite-based traffic separation as smooth as possible while ensuring maximum participation by those using the National Airspace System.

EAA's focus has primarily been within a subgroup representing general aviation. We have focused on many significant hurdles to equipage facing the GA community, and particularly amateur-built aircraft. EAA's most significant accomplishments have centered on ensuring that equipment in experimental aircraft is held to a performance compliance requirement within the rules and policy surrounding implementation, rather than a specific technical requirement.

No actual certification (TSO) process should be required or even appropriate when considering what works for amateur-built aircraft, as it runs contrary to the very nature of the experimental category concept.

Finding a good pathway for S-LSA equipage and manufacturer support of the appropriate process is still unclear and more work is yet to be done. EAA will continue to work with this group to establish the best solutions over the next year.

Prior to the mandate going into effect on January 1, 2020, EAA aims to make sure our members have the best path for equipping their aircraft or building project. Even if you do not have to equip (if you will not be operating in Class B or Class C airspace or above 10,000 feet MSL), there are some terrific features that might convince you to still consider it down the road. Either way, the EAA community will have some of the best and most cost-effective options available within GA!

Holiday Party

This year's holiday party is scheduled for December 12th at the Clubhouse. Invitations will be mailed soon. Please RSVP ASAP.

Chapter Officer Elections

If you are interested in running for any chapter officer nominations will be conducted at the September General meeting.

CCR Hangar Space Available

Shared space in large Port-A-Port available, ideal for Low wing project (RV, Glasair etc.)
or similar flying A/C, \$250/mo.
Contact Pete Wiebens 925-933-7517

Pilot Bill Of Right 2 contains more then just Medical Reform

Monday, June 30, 2014

WASHINGTON, D.C. — U.S. Sen. Jim Inhofe (R-Okla.), a member of the Senate General Aviation Caucus and certified flight instructor with more than 11,000 flight hours, today announced the outline for Pilot's Bill of Rights 2 (PBOR2) and requested the aviation community to submit comments for the final Senate legislation.

“The first Pilot's Bill of Rights was a victory for the aviation community and made possible by the support of pilots and industry leaders across the nation,” said Inhofe. **“Since its implementation, I have heard from the aviation community that more improvements still need to be made to cut red tape. The goal of Pilot's Bill of Rights 2 is to continue addressing unfair practices and regulations toward the aviation industry. Today I unveiled my draft legislation for how to accomplish this goal, and I am also requesting feedback from the aviation community on how this legislation can best meet their needs and ensure a safe and innovative industry that is free of heavy-handed bureaucracy.”**

“We can once again thank Senator Inhofe for bringing key general aviation issues before Congress,” said Mark Baker, president of Aircraft Owners and Pilots Association (AOPA). **“This new version of the very popular Pilot's Bill of Rights comes at a time when the general aviation industry is actively engaged in actions aimed at protecting pilots' civil liberties and the freedom to fly.”**

“This legislation would further enhance the pilot and general aviation reforms introduced in the first Pilot's Bill of Rights, designed to support and grow the ability for more Americans to participate in flying,” said Jack Pelton, chairman of the board for EAA. **“We are pleased to have worked with Sen. Inhofe and his staff to identify several key issues that are addressed within this bill, which would ease burdens on average Americans who participate in flying.”**

The aviation community is encouraged to submit edits and suggestions to PBOR2 by August 8 at www.inhofe.senate.gov/feedback/PBOR2

Inhofe will also be hosting a forum at 10 a.m. on Aug. 2 at EAA AirVenture Oshkosh to discuss the legislation, receive feedback, and take questions.

The following is a section-by-section summary of PBOR2 draft:

Section 1 – Title. Pilot's Bill of Rights 2

Section 2 – Language expands the Federal Aviation Administration's (FAA) 3rd class medical exemption for light sport aircraft to cover most small general aviation (GA) aircraft. It would also prohibit enforcement of violations if FAA has not complied with these provisions within 180 days of enactment.

Section 3 – Language reigns in Customs and Border Patrol (CBP) stops and searches of GA by requiring CBP to follow general law enforcement standards when exercising its powers.

Section 4 – Language provides local airport offices to manage the use of private hangars at airports. Current law gives federal officials and Washington the ability to dictate what does and doesn't happen inside a hangar; this section changes that problem.

Section 5 – Opens a dialogue on language that will make it easier to install new, safety enhancing equipment on existing aircraft without going through a lengthy, expensive certification process.

Section 6 – Language expands on the Pilot’s Bill of Rights by:

- a. **Subsections a-b.** - Explicitly states that pilots facing an investigation by FAA can appeal the issue directly to a federal district court for a *de novo* trial. This provision of the original Pilot’s Bill of Rights has not operated as intended.
- c. **Subsection c.** - Expands the protections of the Pilot’s Bill of Rights to other certificate holders in the aviation community, such as charter operators or repair stations.
- d. **Subsection d.** - Requires FAA to provide notification to an individual once they become subject to an FAA investigation; if FAA does not provide notification, they cannot press charges.
- e. **Subsection e.** - Limits scope of FAA’s document requests of certificate holders to the pertinent issues being investigated.
- f. **Subsection f.** - Reinstates FAA’s expungement policy, preventing the agency from retaining records of enforcement against an airmen certificate holder after retaining it for 5 years. Also prohibits the retention of records beyond 90 days if the agency does not take enforcement action. Further prevents the FAA from publicizing pending enforcement actions against a covered certificate holder.

Section 7 – Prohibits enforcement of NOTAM violations if FAA has not finished its NOTAM improvement program by the end of the year.

Section 8 – Language requires contract towers and other outsourced FAA programs to be subject to FOIA requests.

Section 9 – Language provides civil liability protection to aviation medical examiners and other FAA reps, treating them as government employees as the proscribed duties are carried out.

A copy of the draft text as of June 30 can be viewed by [clicking here](#).

Background:

[On Aug. 3, 2012](#), Inhofe Pilot’s Bill of Rights (S.1335) was signed into law, which made FAA enforcement proceedings and NTSB review fair for pilots; streamlined the NOTAM Improvement Program; and required a GAO review of the FAA’s medical certification process and forms in order to help bring clarity and reduce instances of misinterpretation with medical forms for pilots.

The legislation garnered 65 Senate cosponsors and the endorsement of pilot and actor Harrison Ford.

Despite the having over 65 co-sponsors and support from many advocacy groups the bill has lingered in committee with little action during this years legislative session. Hopefully the bill will move further in the process during the 2016 session.

Wednesday Fly Outs

By Harvard Holmes

To maintain 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, its also fun to see and ride in our members aircraft. The e-mail address is wed-flyout@eaa393.org. You may contact Harvard Holmes at harvard-holmes@comcast.net or Renee Robinson webmaster@eaa393.org to be added or removed from the list.

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

Young Eagles Rally schedule for 2015.

September 19

September 26– Turlock Chapter 663

October 17

The Experimental Aircraft Association

Chapter 393 of Concord, CA

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Young Eagles Renee Robinson

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Dinner Coordinator Rick Bourgeois

RicFlyer@Comcast.net 925 432 9076

Chapter meetings are held on the 4th Wednesday of the month at 200 Sally Ride Dr Concord Ca. Meetings are open to anyone who loves aviation and wants to learn more.

All are welcome.

Menu for Sept, 23rd Meeting

- Chicken Cacciatori
- Salad
- Dinner Rolls and Dessert
- Coffee and drinks.



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We are on the Web!

<http://www.eaa393.org>

Email: nle@eaa393.org

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Meeting and Event Schedule

Board	Y Eagles	General	Fly-out	Other
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Young Eagles Rally Sept. 19, 2015

Reno Air Races Sept. 16-20, 2015

General Meeting Sept.. 23 , 2015

Young Eagles Rally Sept. 26, 2015 Turlock Chapter 663

Board Meeting Oct. 7, 2015

General Meeting Oct. 28, 2015

Board Meeting Nov. 4, 2015

General Meeting Nov. 18, 2015

Board Meeting Dec. 2, 2015

Christmas Party Dec. 12, 2015

Airventure 2016 July 25th-31st

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.

Chapter 393 New Member

Robert Strother

Pleasant Hill

RDStrother@comcast.net