



March 2017

NEWSLETTER

NEXT GENERAL MEETING:

MARCH 22ND

This Month's Speaker will be:

Michael Jahn covering a multitude of very interesting topics.

Upcoming Wednesday Meetings:

April

5th Board Meeting 7pm

26th General Meeting 6:30pm

May

3rd Board Meeting 7pm

24th General Meeting 6:30pm

February 22, 2017

Meeting Dinner Menu

By Rick Bourgeois

No menu forwarded to N.L. editor

President's Notes:

By Bill Bower

None sent to N.L editor

March 1st, 2017
393 Board Meeting Minutes:

None sent to N.L. editor

THE MARCH B-17 VISIT WAS A GREAT SUCCESS!

MANY THANKS TO ALL WHO HELPED MAKE IT WORK!

The president speaks at the conclusion of the B-17 visit:

Today was even more impressive than yesterday. We had 4 flights all booked full. The line waiting for the ground tour was across the tarmac and stayed that way till almost 5 PM. Plus lots and lots of merchandise sold. The volunteers from the International were impressed and said this was a great stop. We don't have final numbers but as soon as we have them will let you know.

Thanks to Rick, Simone and Pete for being there so we could get everything broke down, cleaned up and put back away in the Clubhouse.

Bill Bower
President
EAA Chapter 393

Here are some pics:







AVIATION

+ POEM OF THE MONTH

Afternoon Flight

I'm sorry I'll miss the meeting.
But I've heard the wind,
I've seen the clouds
And I'm going to the sky.
Where cumulus boil and cirrus flee.
Where sun turns rain to diamonds on my canopy.
In an infinite gallery of cerulean blue,
Move over, god, I've serious work to do.
Pitching and rolling and dancing the afternoon away.

Harvey Madison

Young Eagles Quotes:

**These are comments the young eagles wrote about their flights
in the Fall of 2016.**

“It was really an interesting and fun experience getting to fly in a 4 man plane. It was really neat to be able to be next to a large window.”

By Levi, 13

“I had a great time on the plane looking down at the ground when it’s small like that. There was some turbulences, but it was windy today. Otherwise a great experience.”

By Derek, 15

“The flight was amazing! But, I am still nervous to fly the plane; Thank you!”

By Taylor

“Thank you for taking your time to teach us. I will continue to come.”

By Justino

“I was told by my pilot that there is a need for more young pilots, and his kind and encouraging guidance as he allowed us to take over and fly makes me consider pursuing a pilot’s license!. Thank you!”

By Ailiyah, 12

“This was my first time flying in a small aircraft. And it was Amazing!”

By Juan

“Fun flight. Bumps are what made it fun.”

By Eric

***THERE YOU HAVE YOUR FEEDBACK, PILOTS. I HOPE THESE
COMMENTS ENCOURAGE YOU TO KEEP FLYING THE
YOUNG EAGLES.***

(more comments to come in future issues)

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

925 532-6561

Aviation Quote:

“Sometimes, flying feels too godlike to be attained by man.

Sometimes, the world from above seems too beautiful, too wonderful, too distant for human eyes to see . . .

- Charles A. Lindberg, The Spirit of St. Louis, 1953

***HOW ABOUT A PICTURE AND SOME INFORMATION FROM MY JANE'S
POCKET BOOK OF HOME-BUILT AIRCRAFT EDITED BY JOHN W.R. TAYLOR?
IF YOU LIKE THIS ADDITION, I HAVE A BOOK FULL OF THEM??***

SEE BELOW.

\$6.95

JANE'S POCKET BOOK OF HOME-BUILT AIRCRAFT

Edited by JOHN W. R. TAYLOR





(USA)

Two-seat sporting monoplane

Data: Standard Cougar

Power plant: One 86 kW (115 hp) Lycoming O-235 flat-four engine

Wing span: 6.25 m (20 ft 6 in)

Wing area, gross: 7.66 m² (82.5 sq ft)

Length overall: 5.76 m (18 ft 11 in)

Height overall: 1.68 m (5 ft 6 in)

Weight empty: 283 kg (624 lb)

Max T-O weight: 567 kg (1,250 lb)

Max level speed at S/L: 169 knots (314 km/h; 195 mph)

Max cruising speed at 2,130 m (7,000 ft): 144 knots (267 km/h; 166 mph)

Max rate of climb at S/L: 395 m (1,300 ft)/min

Service ceiling: 3,950 m (13,000 ft)

Range with max fuel: 651 nm (1,207 km; 750 miles)

EAA NESMITH COUGAR

Accommodation: Two seats side by side in enclosed cabin. Dual controls. Space for 41 kg (90 lb) of baggage

Construction: Braced wooden wings, plywood covered except for fabric covering on trailing-edge. Steel tube fuselage and tail structures, fabric covered. Non-retractable landing gear

History: A prototype side-by-side two-seat light monoplane named the Cougar, designed by Mr Robert Nesmith, flew for the first time in March 1957. Sets of plans were made available to amateur constructors, originally from Mr Nesmith and, since the beginning of 1977, from the EAA. About 250 Cougars were flying or under construction in early 1976. Some incorporate detail modifications. For example, one has a T-tail and others have been completed with folding wings.

For details: PO Box 229, Hales Corners, Wisconsin 53130, USA.

Here is an article from the WSJ on Thursday, March 16, 2017

An Easy Way to Make the Skies Friendlier

By Christopher Koopman
And Eli Dourado

Uber is great, but ride-sharing for airplane pilots, potentially the most disruptive innovation in the sharing economy, hasn't gotten off the ground. The Supreme Court clipped its wings by declining to hear a case brought by Flytenow, ending the tiny company's yearslong quest to survive. The Trump administration or Congress could provide a remedy to let flight-sharing take off again.

The U.S. has more than 200,000 general aviation aircraft—small planes, most capable of carrying two or four people, including the pilot. There are almost as many private pilots—licensed to carry passengers but not to receive payment for their services. Under Federal Aviation Administration regulations, private pilots who want to carry passengers must have at least three takeoffs and landings

every 90 days. To maximize proficiency and safety, it's a good idea for private pilots to fly even more often.

But many private pilots can't afford to fly as often as they'd like. Landing fees, de-icing, fuel and other costs add up quickly. For decades, pilots have defrayed these costs by

Elaine Chao could open the way to ride-sharing for planes.

posting their planned destinations on airport corkboards in hope of attracting passengers willing to pay for expenses, the only compensation private pilots are allowed to receive.

Extending this practice to the internet age is a no-brainer—simply replace the corkboard with a website. Private pilots find more passengers, save on fuel costs, fly more routes, and gain proficiency. Passengers get a new,

cheap, and convenient point-to-point air travel option.

The FAA hates the idea. In 2014, it ruled that pilots using Flytenow's digital corkboard were "common carriers." That status required that they apply for commercial certification—notwithstanding the FAA's decades-old approval of expense-sharing.

How can the FAA get away with such an anti-innovation ruling? The short answer is that it alone decides what constitutes a "common carrier." The FAA's authorizing statutes use the term but don't define it. The FAA does so through "guidance" rather than formal regulation.

The good news is that this is easy to fix. Transportation Secretary Elaine Chao could simply order the FAA to issue new guidance narrowing the definition of a common carrier. A narrower definition would legalize not only flight-sharing services, but also other yet-unknown aviation services, serving as a catalyst

for innovation. Alternatively, and for a more permanent fix, Congress could define "common carrier" within the aviation statutes.

If one or both of these fixes were applied, the U.S. could start to catch up with Europe, which already allows flight-sharing. Wingly is a European platform that not only permits pilots to post itineraries but allows passengers to post requests for transportation. This bidirectional bargaining is something that no American flight-sharing service even tried, because it goes well beyond what the FAA allowed, even in the corkboard era.

As long as the FAA cannot provide predictability and stability, innovators will continue to find friendlier skies in countries like France, Germany and the United Kingdom.

Messrs. Koopman and Dourado are fellows at George Mason University's Mercatus Center.

Wall Street Journal

3/16/17

The Experimental Aircraft Association Chapter 393 of Concord, CA

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Please let me know what you think of the newsletter and also to offer ideas for future issues. Your Newsletter Editor, Bill

THANK YOU TO OUR SPONSORS!



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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 Sally Ride Drive.

Chapter 393 fly-outs are open to chapter members and guests. See the newsletter for arrangements.

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The Leader In Recreational Aviation

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