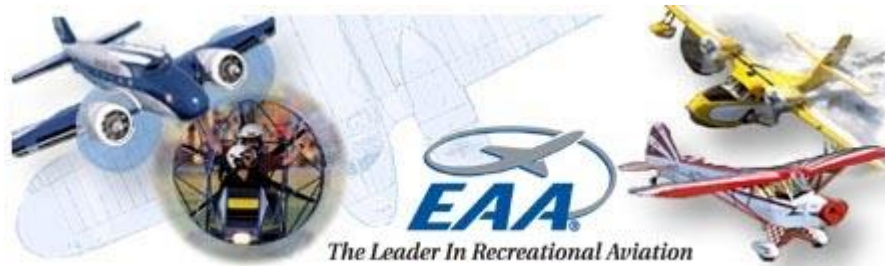


200 Buchanan Field Road, Buchanan Field, Concord, California



November / December **** 2020

NEWSLETTER



RECENT EVENTS:

The board and general membership have been holding ZOOM meetings on the assigned

Meeting dates.

Meetings will continue this way until further notice.

Upcoming Events:

Board Meetings:

(Starting 4/1/20, meetings on ZOOM, ending, who knows?)

Wednesday, January 6th - 7 pm

NEXT BIG EVENT: CHRISTMAS PARTY VIA ZOOM

EAA Chapter 393 will hold its annual *Christmas Party* on Zoom on December 16th. The social component of the meeting starts at 6:00 pm which allows for adult beverages for those so inclined, to be followed by dinner at 6:30.

The official General meeting which will include an award ceremony for volunteers and members starts at 7:00. Additionally our perennial Auctioneer Scott Achilles will be present.

Please dress appropriately in either aviation theme attire or season appropriate garb. Decorating your Zoom space, either the room you're in or virtually with holiday decorations will help put everyone in the Christmas spirit. Please don't ask Scott's wife George or Marilyn Sperling to come over to your house to decorate...!

More information to follow on the short speaker and the items for the Auction.

General Meeting:

Wednesday, January 27th - 7 pm

Wednesday, February 24th - 7 pm

*By the way, folks, the year is ending and the annual dues for our chapter are due ASAP.
Please send them to:*

*EAA Chapter 393
P.O. Box 6524
Concord, CA
94524-1524*

Recall that dues are \$30 for an individual and \$40 for a family for our local chapter.

PRESIDENT'S MESSAGE FOR OCTOBER
From the Honorable Ron Lem,
President



EAA 393 President's Message
November 7th, 2020

Greetings Fellow Aviators, Aviatrices and aviation enthusiasts!

I hope this message finds you in good health and spirits and exercising caution in regards to the current health crisis. I will discuss that more later, but first I want to let you all know, that I still consider myself an aviator even though I do not have a plane at the moment. I am grateful to my pilot buddies for taking me up flying, although I will describe the experience as similar to going to the dance with someone else's girlfriend! I have been following the classified ads for airplanes and the market is still hot with the inventory at around 50% of previous years. Planes are still selling in one day if they are priced correctly. I will add that the planes I'm looking at are experimental aircraft of the Van's variety. I have also been monitoring Cessnas and that inventory is turning over also at a high rate with sales prices moving upward significantly.

Can one say that an airplane is a good investment? Absolutely, provided the buyer exercises due diligence by researching the type of plane he or she is looking at, having it inspected by an Airframe and Powerplant mechanic, researching the logbooks and flying the airplane.

Recently Scott Achelis and I have been facilitating the acceptance of a Grumman AA1A, which has been donated to our chapter by longtime Buchanan Field pilot Andre Ptaszynski. After a “Wash and Wax” party last weekend, we researched the logbooks and we proceeded to buy a battery for the airplane and start it up. The engine ran fine and Scott is now in the process of determining a value for the plane, which we have named “The Yellow Pearl”. The plane will then be put up for sale. Chapter members will have first shot at the airplane and the terms of a deal are of course negotiable. It is my position that a chapter member interested in buying the Yellow Pearl should get a discount, but ultimately that decision is up to Scott and needs Board approval.

To continue along the line of the chapter’s involvement in airplanes, the Sonex build process is moving along with Lee Teicheira as the project manager. The baffling for the engine has been fabricated, the intake manifold has been installed, along with the carburetor. The canopy has been installed. The chapter owes a shout out to Bill Lawrence for his diligence in working on the project. He has certainly been a pillar of the project.

Lastly, the Sonex will be coming up for sale in the near future as the chapter cannot own a flying aircraft. Some of our members have expressed an opinion that the chapter could start a flying club as advocated by EAA National, and that the Yellow Pearl would be a good aircraft for that purpose as it is a trainer. A study group will be formed to determine the interest level in a flying club and the feasibility of the Yellow Pearl, as it needs work. Members have also put forward the idea that the Sonex could be a flying club airplane, so we have two immediate

prospective airplanes for a flying club. Of course the flying club could consider any airplane and all ideas should be considered.

If you are interested in joining a chapter flying club, please contact me at rjlbp@gmail.com . Combining the Grumman, and the Sonex project with a concerted fund raising effort in 2020 has put the chapter in a position to consider acquiring a chapter hangar. This idea was proposed at the November board meeting, and it was decided that a study group will be formed to explore the pros and cons of having a hangar. Currently the group is composed of Mike Cunningham, Tracy Peters and myself. We are looking for two more members to be on the committee.

Both the chapter hangar concept and the chapter flying club concept are a part of "Vision For 2021" which is a forward looking program of how our chapter is to move forward in the future. We face several large challenges, the first of which is facilitating our Young Eagles program in the face of Covid 19. The question we need to ask ourselves is: are we powerless over Covid 19, or are there steps and protocols that we as a chapter can take to set up a safe flying environment for our pilots, Young Eagles, volunteers and parents so that Y.E. flights can resume? Stephen Tucker, Rose Desmond myself and others will be working on coming up with solutions.

As you may know Pacific States Aviation has established fully functioning protocols for flight training and have been flight training successfully for months. The study group will consider using the PSA model as a protocol for our Y.E. program. There is also the issue of using the clubhouse for meetings. Under the latest Contra Costa Guidelines, which were amended on November 4th, indoor activities are limited to 25% of the maximum occupancy, which at the clubhouse is 78 people, bringing the allowable number under the guidelines to 17 people. For the clubhouse, a county controlled facility, a risk evaluation is required prior to

establishing guidelines for the use of a facility. This process takes several weeks. Therefore it seems appropriate to look for alternative meeting locations to hold both board meetings and general meetings.

Lucy Hart and I have been brainstorming and scouting out locations with mixed results. Ideally it would be an on airport location with the sounds of airplanes taking off and the smell of jet fuel! Our General Meeting this month was on Zoom on the THIRD Wednesday of November, which was November 18th. Mike Cunningham is back after a leave of absence and provided speaker information. There was a VMC presentation by Greg K. in addition to the speaker.

I would like to acknowledge Spalding Ashley for her generous donation of \$1000.00 to our chapter. Ms. Ashely is the mother of Bennett Ashley our membership coordinator. Thank you Spalding and Bennett, contributions such as yours will enable the chapter to change and grow in the near future!

Well that's it for me, I have attached a photo of Bennett presenting the check to yours truly on behalf of the chapter.

Blue Skies! Ron Lem President EAA 393



Repeated Below.... Because of the ongoing COVID-19 Pandemic shelter in place restrictions against group meetings, the clubhouse is closed to group functions. Our Board meeting was conducted via a Zoom video conference.

393 Board Minutes

Via Zoom

*Written, organized and sent by our
Outstanding Secretary, Mr. Pete Mitchell*

*NOVEMBER 4TH 2020
VIA ZOOM*

President – Ron Lem	Present
Vice-President – Mike Cunningham	Present
Secretary – Pete Mitchell	Present
Treasurer & Tools – Harvard Holmes	Present
Newsletter Editor – Bill O’Brian	Present
Tech Counselor – Peter Friedman	Absent
Tech Counselor – Jim Agua	Absent
Web – Renee Robinson	Present
YE’s Coordinator – Rose Desmond	Present
YE’s Coordinator – Stephen Tucker	Absent
Dinner Coordinator –	Needed
Membership Coordinator – Bennett Ashley	Present
IMC Coordinator – Paul Millner	Absent
VMC & Chapter Photographer – Greg Karamanougian	Present
Amazon Prime / eScrip – Lucy Hart	Present
Tracy Peters – Club House	Present
Bill Bower – Past President	Absent
Baldwin Sonex Project – Lee Teicheira	Present

Because of the ongoing COVID-19 Pandemic shelter in place restrictions against group meetings, the clubhouse is closed to group functions. Our Board meeting was conducted via a Zoom. President Ron called the meeting to order at 19:00. Ron mentioned chapter interest in a flying club.

Treasurer – Harvard H

Harvard reports \$16,200 in Checking, \$500 in Zelle, \$10,000 in our Academy Fund.

Secretary – Pete M

Membership is currently 94 with 10 still due for 2020.

Cleco – Bill O’Brian

Send your photos or story's to Bill at Obrianob@yahoo.com. Bill wants material no more than ten days after meeting.

Fund Raising – Lucy Hart

Bennett Ashley's mother Spaulding Ashley's trust donated \$1,000 to 393. Our local CAP chapter has donated an aircraft tug to our chapter. Our chapter is considering the donation of a Grumman American Trainer. Harvard H motioned, Greg K seconded that Ron L be authorized to sign for the Grumman. MSC

Flying Club

The Board discussed an interest in a 393 flying club. The flying club would be separate from Chapter membership. Greg K motioned we form a flying club action group, Tracy P seconded. MSC

November Meeting – Mike C

Our November Zoom meeting will be a week early (11.18.20) because of Thanksgiving.

Sonex – Lee T

A Sonex "open hanger" is planned for Saturday November 7th. Harvard H motioned we provide coffee and Donuts MSC. Social distancing and masks will be observed.

VMC – Greg

Greg has a program planned, with Bennett as a backup for any bandwidth problems.

Young Eagles – Rose D

Two Young Eagles, flown by Patriots need to be entered in National's database.

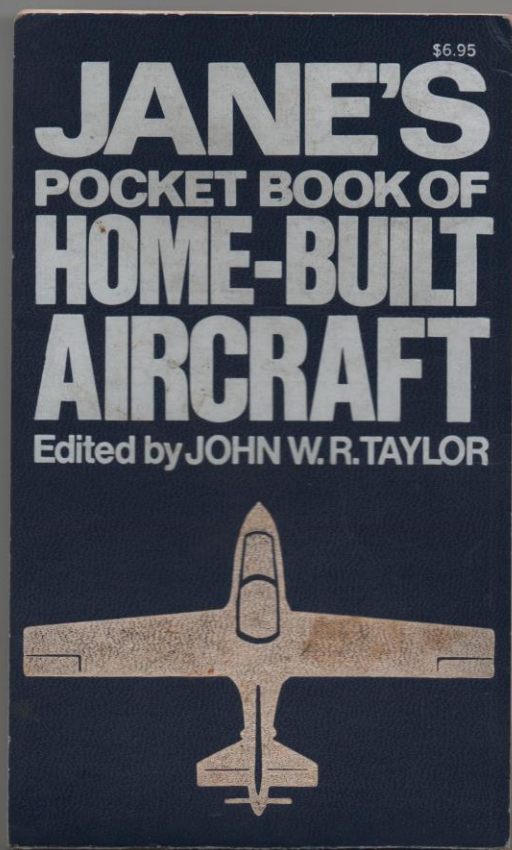
Membership Coordinator – Bennett A

Bennett is looking for ideas to increase membership meeting activity

Meeting Adjourned 20:50

PJM

MSC Motion Seconded Carried



And here we have our Ye Olde Homebuilt from Jane's.

Keep scrolling down.



And next, the text, details, history, etc.

(USA)

RUTAN VARIVIGGEN

Two-seat light aircraft

Power plant: One 112 kW (150 hp) Lycoming O-320-A2A flat-four engine

Wing span: 5.79 m (19 ft 0 in)

Wing area, gross: 11.06 m² (119 sq ft)

Foreplane span: 2.44 m (8 ft 0 in)

Length overall: 5.79 m (19 ft 0 in)

Weight empty, equipped: 431 kg (950 lb)

Max T-O and landing weight: 771 kg (1,700 lb)

Max level speed at S/L: 142 knots (262 km/h; 163 mph)

Max cruising speed at 2,135 m (7,000 ft): 130 knots (241 km/h; 150 mph)

Max rate of climb at S/L: 366 m (1,200 ft)/min

Service ceiling: 4,265 m (14,000 ft)

Range with max fuel, 30 min reserve: 347 nm (643 km; 400 miles)

Accommodation: Two seats in tandem in individual cockpits, beneath transparent canopies. Space for 45 kg (100 lb) of baggage

Construction: Composite wing structure, with spruce spars, plywood ribs and skins, all Ceconite-covered, except for outboard aft wing panels which are of flush-riveted metal construction.

Wooden fuselage structure, Ceconite covered. Retractable landing gear

History: The prototype of a new light aircraft named the VariViggen was rolled out on 27 February 1972. Mr Burt Rutan had begun its design in 1963 and the configuration had been developed via a

low-cost automobile-mounted test system. This involved construction of a one-fifth scale model, which was mounted on a specially-built test rig attached to the roof of a motor car. Ailerons, rudders and canard elevators on the model were operated by remote control; transducers in the test rig allowed measurement of airspeed, angle of attack, lift, drag, sideslip, side force, roll moment and elevator/aileron/rudder position. An extra data channel provided for measurement of stick forces and structural load.

Construction of the prototype VariViggen began in 1968, and first flight was made in May 1972. By early 1976 this aircraft had accumulated a total of nearly 600 flying hours. It displays no conventional stall, and can climb, cruise, glide turn and land with continuous full aft stick, with a stable speed of 45 knots (84 km/h; 52 mph) throughout.

In 1975 Mr Rutan began experimenting with a new wing outer panel of increased span, constructed from urethane foam and unidirectional glassfibre. It was anticipated that this would provide a 25% increase in the max rate of climb and offer a slightly better cruising speed. A second VariViggen is also under construction by Mr. Rutan.

Plans are available to amateur constructors; over 500 sets have been sold, and it is thought that approximately 245 aircraft are being built

For details: PO Box 656, Mojave Airport, Mojave, California 93501, USA.

How about a group pic from the Sonex showing with coffee and donuts from November?



And lest you think we haven't been doing much during the pandemic lockdown, here is some evidence we can work with it, around it, beyond it, you get the picture. Here we have some folks at Pacific States Aviation having a little lunch together in late September (with masks and distancing) that was catered and well attended, close to 30 people.







*AND THAT'S ABOUT ALL THE NEWS FOR NOW,
FIT TO PRINT.*



ATTENTION ALL MEMBERS !!

If you order ANYTHING on AMAZON, PLEASE go instead and sign in to **SMILE.AMAZON** where you sign up to send donations to our EAA chapter 393. Once you sign up, you are done. THEN instead of going to Amazon, you always buy from **SMILE.AMAZON**, and we automatically get the donations. This procedure is AMAZON'S way of contributing to the communities of the USA. Hey, folks, I just checked yesterday, and when I ordered two more items from Smile. Amazon, I had given so far, since signing up, \$143. Basically, that means our household is spending a lot of \$ there, but it sure helps the club.

YOU CAN TOO!!!! JUST SIGN UP, AND DO IT!!!!!!!!!!!!!!

WELL, FOLKS, THINGS ALWAYS CHANGE. AND THE LATEST CHANGE IS THAT THE *eScrip.com* PROGRAM HAS BEEN DISCONTINUED.

C'EST LA VIE!

Thank you to our sponsors!
(at various places in NL)



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NEXT YOUNG EAGLES:

At this point we do not know, but will keep you
informed.

*And, another sponsor! Thank
you!*



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P.O. Box 6524, Concord, CA 94524-1524

<http://www.eaa393.org/> Email: nle@eaa393.org

Officers/Appointees for 2017-2018:

President: pres@eaa393.org	Ron Lem 415 532-6561
Vice President: veep@eaa393.org	Mike Cunningham 925 890-8631
Secretary secty@eaa393.org	Pete Mitchell 925 685-3700
Treasurer treas@eaa393.org	Harvard Holmes 510 526-5347
Newsletter Editor nle@eaa393.org	Bill O'Brian 925 254-6336
Tech. Counselors	Peter Friedman Jim Agua
Young Eagles Stephenf4e@gmail.com	Stephen Tucker 925 586-5977
Dinner Coordinator RicFlyer@Comcast.net	Rick Bourgeois 925 432-9075
Buildings	Tracy Peters (temp) 510 301-8485
Government Affairs	Currently Open
Photographer GregKarson@yahoo.com	Greg Karamanougian 925 864-3036
Webmaster webmaster@eaa393.org	Renee Robinson 510 828 1734

NOTICE to AIRMEN: Please send me any old aviation pictures you have of yourself, your planes, and EAA events, a sort of look back at history.

Yo Newsletter Editor, Bill

Thank you to all our Young Eagle pilots!

And, how could we forget this very consistent sponsor?????



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 Buchanan Field Road. Enter from the west side of the building, on the west side of the airport. We always have various speakers and presentations of interest to aviators, after dinner.

Chapter 393 fly-outs are open to chapter members and guests. See the following article explaining them:

(Due to Covid-19 all GENERAL and BOARD MEETINGS are held on ZOOM until further notice, and for the same reason the below mentioned Fly-Outs are currently on hold as well until further notice.)

Wednesday Fly-Outs

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](mailto:ReneeRobinsonwebmaster@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: South Lake Tahoe, 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, Renee Robinson, Stu Schuster, and Clint Beacham. Pilots sometimes advertise that they have empty seats, but not always. Harvard Holmes, Bill Reining and Stu Schuster are most likely to have extra seats (4 seat aircraft). My advice is to contact a pilot in advance to make sure they have room and to get directions. Typically, you'd get to the airport by 11:00AM and return by 4pm.

Below you have

Our friends the PATRIOTS with whom we fly twice yearly from Byron.



Yo tax dollars at work

That's all, folks !!!!!!!

*You made it to the end of the newsletter. I hope
you enjoyed it! Keep on Flying!*

O'B

EAA CHAPTER 393
P.O. BOX 6524
CONCORD, CA
94524-1524



The Leader In Recreational Aviation

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