

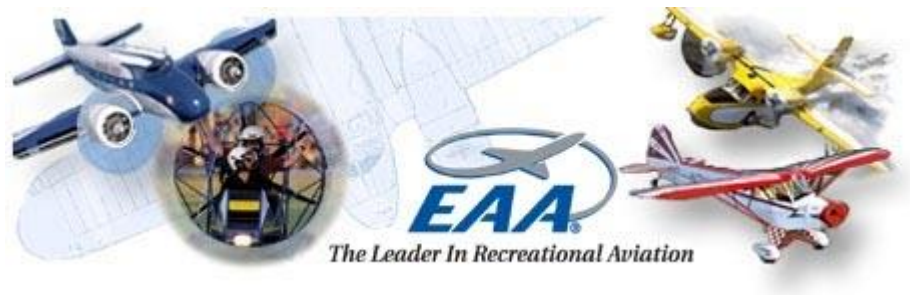


200 Buchanan Field Road, Buchanan Field, Concord, California

*January / February **** 2021*

NEWSLETTER

(Due to the pandemic the newsletter will be a bi-monthly publication until further notice)



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, March 3rd - 7 pm

Wednesday, April 7th - 7 pm

General Meeting:

Wednesday, March 24th - 7 pm

Wednesday, April 28th - 7 pm

By the way, folks, the year has ended 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 January/February
From the Honorable Ron Lem, President*



EAA 393 President's Message February 7th, 2021:

Greetings fellow aviators, aviatrixes and aviation enthusiasts!

I hope this communique finds you in good health and spirits. As I write this message, I'm looking out my office window at clear blue skies, one of the many benefits that we have living in California-perfect VFR flying weather! Looking into my crystal ball, I see good things ahead for our chapter, slightly modified by "The Bug", as "The Bug" numbers are going down and members are being vaccinated. A number of our members have had mild cases of The Bug, myself included and will have some immunity until they get vaccinated. This provides the prospect of being able hold functions in person such as General Meetings, Young Eagle events, our yearly barbecue and other aviation related get togethers. EAA National has announced that Oshkosh 2021 will happen. the dates are July 26th-August 1st. If you are interested in going, you can find information on the EAA website. I highly recommend attending this event as it is the largest general aviation event in the U.S., a veritable Disneyland for pilots and aircraft builders. The expectation is that attendance will be down about 30%. 80 to 90% of exhibitors are already under contract for 2021 and a national firm will be brought in to help with disinfection. Locally, our chapter has some challenges as the clubhouse will not be available for some time due to county guidelines related to the Bug. At our last EAA 393 Board meeting which was held on February 3rd, it was

decided that we will look for a temporary location(s) to hold future General meetings. Likewise we will be looking for a temporary location to hold Young Eagle events preferably at Buchanan Field and with the hope of several events with the Patriots in Byron once they are able to establish a protocol. When can we reasonably expect in person events to be safely facilitated by our chapter? Going back to my crystal ball, late spring to early summer would be a best case scenario bearing in mind that we would be looking to get into the Orange Tier per county guidelines.

In other news, the chapter Sonex project is nearing completion with the team of Lee Teicheira, Bill Lawrence and as of late, Tracy Peters working on starting the engine. The fuselage is complete and the wings are ready to go on. Lee reports that once he gets the bugs worked out (not to be confused with "The Bug"!), a taxi demonstration session will be held for the members. Exciting stuff!

The sale of the Grumman A1AA has been completed with the buyer taking full possession of the airplane, giving it a comprehensive annual and getting it ready for flight. At the time of this writing, it is my understanding that the new owner is working with a CFI for the initial flight.

Many thanks to Scott Achelis for marketing the aircraft, coordinating with the buyer and putting together the required paperwork for the FAA. Scott and I are looking for more prospective

aircraft to work with; if you are aware of any aircraft or aviation related items which could benefit our chapter, you can contact me at rjlbp@gmail.com. That brings up the topic of chapter dues-if you have not yet taken care of this please send your 2021 chapter dues in the amount \$30 for individual membership or \$40 for family membership to: EAA Chapter 393 P.O. Box 6524 Concord, CA 94524

Back to the subject of airplanes, several chapter members have airplanes for sale: Harvard and Sara are selling their Lancair IV, an aircraft with which one can cross the continental United States in a single day. It cruises at 200 knots while burning 13 gallons per hour which comes out to roughly 18 miles per gallon. Having ridden in the Lancair many times, it is a comfortable plane, cutting through turbulence due to the high wing loading and the flexible fiberglass wings. It brings to mind the flexing of an Airbus composite wing in turbulence which greatly smooths out the ride!

Dick and Marilyn Sperling are selling their Piper Sport which is a Light Sport aircraft therefore exempting the pilot from the more stringent requirements of a full 3rd class medical. Their Piper has a full Garmin Instrument panel including autopilot. I imagine this made Dick Sperling feel at home as he previously flew amongst other things, Boeing 747's for United. His experience includes landing at Kai Tak airport in Hong Kong which required one to aim their 747 at the checkerboard on the hill for base and then turn final several hundred feet above the Mong Kok neighborhood. People on the plane could look into the neighborhood apartment windows as they flew past on short final! For those of you who have not seen this approach, you can see it on youtube as it is worth watching!

Moving on, thanks to Mike Cunningham, aka “George” for providing February’s speaker. Here is a brief bio of Thomas Hanson who will be discussing traveling with your pets: “Thomas Hansen is a graduate of the UC Davis School of Veterinary Medicine and became certified as a canine and feline specialist by the American Board of Veterinary Practitioners in 2015. His favorite areas of practice are emergency medicine, ultrasound, and internal medicine.”

That’s all for now, see you around the airport!

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

393 Board Minutes
January 6th 2021
Via Zoom

President – Ron Lem	Present
Vice-President – Mike Cunningham	Absent
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	Present
Dinner Coordinator –	Needed
Membership Coordinator – Bennett Ashley	Absent
IMC Coordinator – Paul Millner	Absent
VMC & Chapter Photographer – Greg Karamanougian	Absent
Amazon Prime / eScrip – Lucy Hart	Present
Tracy Peters – Club House	Absent
Bill Bower – Past President	Present
Baldwin Sonex Project – Lee Teicheira	Present
Scott Achelis – Grumman Sale	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 video conference. President Ron called the meeting to order at 19:15.

Treasurer – Harvard H

Harvard reports \$19,147 in Checking, \$500 in Zelle, \$10,000 in our Academy Fund.

Secretary – Pete M

Membership is currently 95, 26 have paid with 53 still due for 2021.

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.

2021 Dues

With the our Christmas Party canceled because of COVID-19, we have to remind members that 2021 Chapter dues are payable January 1st. Please remit to EAA

Box 6524

Concord CA 94524-1524

Young Eagles – Stephen T

No Young Eagles activities due to COVID-19.

Fund Raising

Grumman Sale – Scott Achelis

Buyer is working on his Grumman. Has card access for ramp, new tires, worked on brakes etc. As of this newsletter publication the sale has been completed.

Baldwin Sonex- Lee T

Engine and compartment finished. Electronics need to be connected, fuel tank and windshield reinstalled. For pictures and progress go to

<https://eaabuilderslog.org/?blhome>

Click on Buchanan Field Sonex.

Meeting Adjourned 20:15

PJM

393 Board Minutes
February 3rd 2021
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	Absent
YE's Coordinator – Stephen Tucker	Present
Dinner Coordinator –	Needed
Membership Coordinator – Bennett Ashley	Absent
IMC Coordinator – Paul Millner	Absent
VMC & Chapter Photographer – Greg Karamanougian	Absent
Amazon Prime / eScrip – Lucy Hart	Present
Tracy Peters – Club House	Absent
Bill Bower – Past President	Absent
Baldwin Sonex Project – Lee Teicheira	Present
Scott Achelis – Grumman Sale	Present
Guests	
Richard & Marilyn Sperling, Scott Davis	

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. President Ron called the meeting to order at 19:15.

Treasurer – Harvard H

Harvard reports \$30,242 in Checking, \$500 in Zelle, \$10,000 in our Academy Fund, a total of \$40,742.

Secretary – Pete M

Membership is currently 95, 26 have paid with 53 still due for 2021.

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. Harvard motioned, Lucy H seconded that during COVID, we publish the Cleco every other month.

MSC

2021 Dues

2021 Chapter dues are payable January 1st. Please remit to

EAA 393

Box 6524

Concord CA 94524-1524

Air Academy – Tim Roberts

Tim is our liaison with National regarding combining 2020 & 2021 and the possibility of a second academy spot.

Young Eagles – Stephen T

No Young Eagles activities due to COVID-19.

Baldwin Sonex- Lee T

Brake lines are being hardened against wheel heat. Engine start attempts show a need for ignition changes. For pictures and progress go to

<https://eaabuilderslog.org/?blhome>, click on Buchanan Field Sonex.

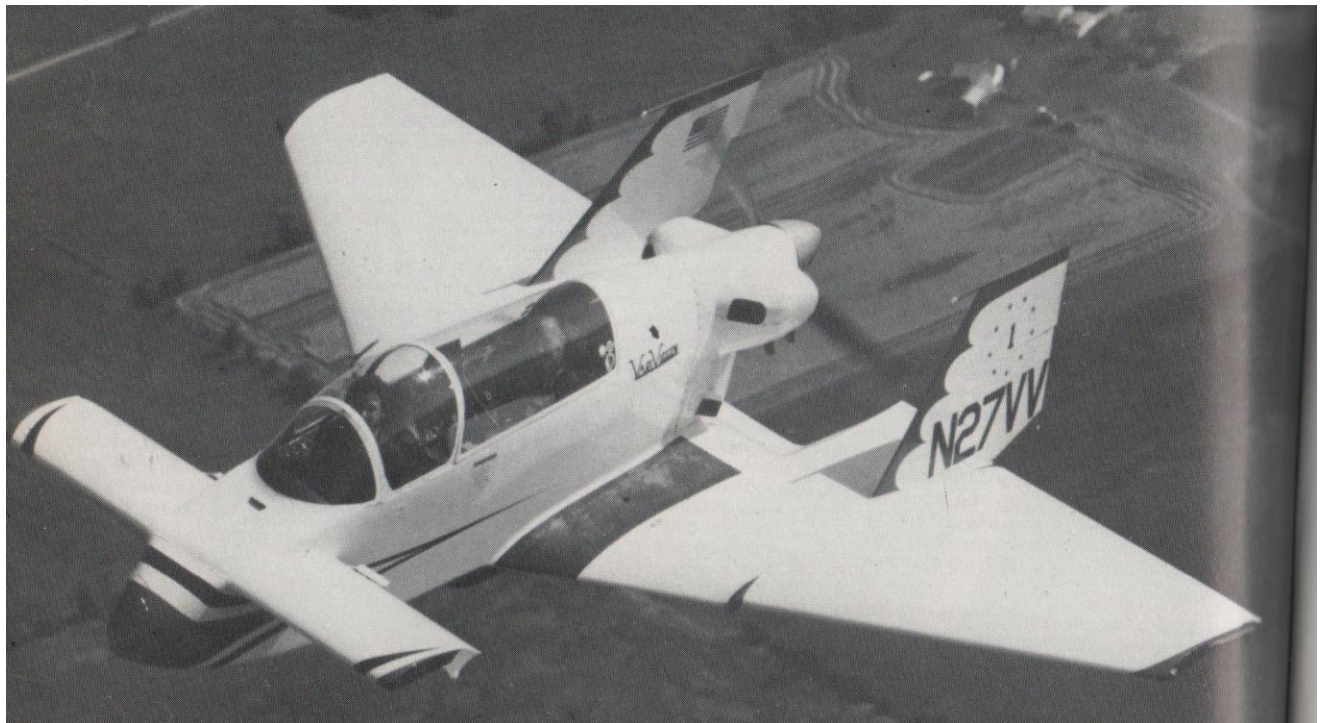
Meeting Adjourned 20:15
PJM

Next up: Jane's



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

Keep scrolling down.



And next, the text, details, history, etc

(USA)

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

RUTAN VARIVIGGEN

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) through-out.

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.

The FAA Has Cleared the World's First Flying Car for Takeoff



The Jetsons promised us flying cars, and now that fantasy is one step closer to becoming reality.

The Federal Aviation Administration (FAA) has awarded [Terrafugia's Transition "roadable aircraft"](#) a Special Light-Sport Aircraft airworthiness certificate. Based in Massachusetts, Terrafugia called the certificate issuance a "significant milestone" for its eventual use in both the air and on the street. The two-seat [flying car](#) will need to meet safety standards from the FAA and the National Highway and Traffic Safety Administration (NHTSA).

Kevin Colburn, general manager of Terrafugia, said the company was "excited" to obtain the FAA certificate. He added that the group improved the Transition's quality system, completed the critical design aspects, and built the vehicle. Terrafugia also delivered 150 technical documents to pass the FAA audit. "This is a major accomplishment that builds momentum in executing our mission to deliver the world's first practical flying car," he said.

The Transition, in airplane mode, will now be for sale for pilots and flight schools, but the driving side of its persona won't be completed for another year. Colburn said the goal was to have the complete version legal in both the sky and on the roads in 2022.

In aircraft mode, the Transition has enhanced safety capabilities, along with the latest avionics. Powered by a 100 hp Rotax 912iS Sport fuel-injected engine, Terrafugia says the aircraft has a flight speed of 100 mph. It will run on either premium gasoline or 100LL airplane fuel.

Standard features include a Dynon Skyview avionics package, a BRS airframe parachute, four-wheel hydraulic disc brakes, air bags, a rigid carbon-fiber safety cage that meets automotive standards, and folding wings so the Transition can be parked in a single-car garage. It also has a luxury interior, with leather seats. The dashboard has a shift that goes from Park to Drive, and then to Fly, for aircraft mode. The car version will be powered by a hybrid-electric motor.

The Transition will require a Sport Pilot certificate and driver's license to operate.

Aviator donates Grumman A1AA to Concord EAA 393

Last fall, Aviator Andre Ptaszynski donated his Grumman A1AA two place, side by side, airplane to our Concord EAA 393 chapter. About thirty years old and generally in good condition, the plane had not been flown in several years, and needed some work.

Our chapter is indebted to Mr. Ptaszynski for his generous donation and the trust he has in us. He made by the donation with hopes that he would get to see the plane, which had been out-of-annual for three years, be purchased by a new owner who would be able to restore the plane to airworthy condition. The first order of business was giving the "Ramp Queen" a good wash and wax, a feat accomplished on an unusually warm December weekend, with coffee and donuts provided by 393 President Ron Lem. Scott Achelis, who managed the entire process of acquiring, advertising, and selling the plane said, "all I had to do was put a new battery in it and after 3+ years of sitting the engine fired right up." Suspecting that the brakes were faulty, Scott took the extra precaution of using a rope to tie the tail of the plane to his truck to prevent a runaway disaster...

There was immediate interest from across the country when the ad broke on Barnstormers in early December of last year, and a few days later Brion McDonald of Palo Alto, signed a contract to buy the plane for \$13,500. Mr. McDonald has been involved in aviation most of his life, and the little Grumman has a special place in his heart as that was the trainer he used to get his private pilot's license years ago. Mr. McDonald hired a mechanic to help him, and over the course of the past couple of months he has had the mags rebuilt, the brakes improved, installed ADS-B and otherwise done whatever was required to get a current annual from an Aircraft Inspector. Mr. McDonald is happy to report that as of last week the work is complete, and the plane is rated as being "suitable for flight."

Our 393 club is incredibly grateful to Mr. Ptaszynski for his most generous donation, to Mr. Achelis for his diligent work and management of the process and to Mr. McDonald for his purchase of the plane and his trust in our chapter's ability to help him get the plane back in the air.

AND HERE, FOLKS, ARE THE PICS OF THE CLUB WASHING AND WAXING THE GRUMMAN!







And here, fellow 393 members, is Maurice Gunderson, left, and middle, Mr. Andre Ptaszynski, the most generous donator of the “Yellow Pearl”, with our esteemed Presidente on the right, Mr. Ron Lem, with thumbs up for CAVU.



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

*Keep Going readers;
there is EASY MONEY
coming up!*

If you will only join Smile.com

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!!!!!!!!!!!!!!

*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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Association Board of Directors
Chapter 393 of Concord, CA*

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

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

Officers/Appointees for 2017-2018:

President: Ron Lem
pres@eaa393.org 415 532-6561

Vice President: Mike Cunningham
veep@eaa393.org 925 890-8631

Secretary: Pete Mitchell
secty@eaa393.org 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

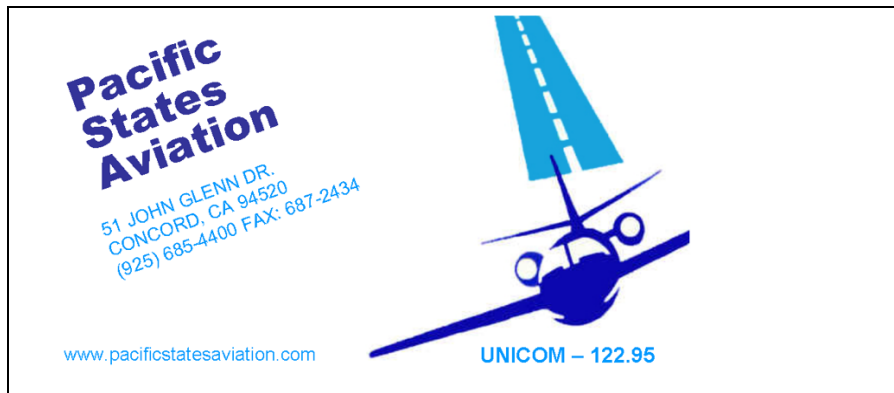
Webmaster
webmaster@eaa393.org

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

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: 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



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