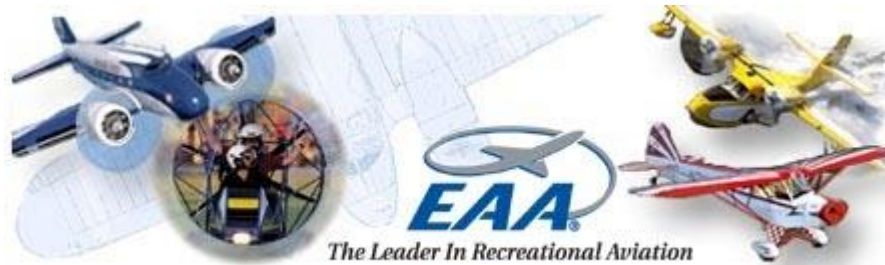


200 Buchanan Field Road, Buchanan Field, Concord, California



*January **** 2022*

NEWSLETTER



Upcoming Board Meetings:

Wednesday, February 2nd - 7 pm

Wednesday, March 2nd - 7 pm

General Meetings:

Wednesday, January 26 - 6:30 dinner, 7 meeting

Wednesday, February 23 - 6:30 dinner, 7 meeting

Wednesday, March 23 - 6:30 dinner, 7 meeting

PRESIDENT'S MESSAGE FOR JANUARY

EAA Chapter 393 January 5th, 2022

President's Message

As we enter the new year, I find myself once again looking for new ways to get in the air. My cherished Van's RV6 is in Oregon for repairs and thus I am once again without a plane. Luckily, I have many friends who are willing to take me along when they have a seat available-I buy them lunch-but that does not address the need to be in control of an aircraft. Add to that need the fact that if one does not act as Pilot In Command (PIC), flying skills degrade and it becomes a good idea to work with an instructor.

It was with this in mind that I contacted our new vice president Ryan Baillie who is a CFII who suggested setting up an appointment at Hodges Aviation - a flight school located on the west side of Buchanan Field - to see about renting one of their airplanes. After the owner - Dewitt Hodge - put me into their flight scheduling system, I scheduled a checkout ride in their Cessna 150 with Ryan. I decided to do a Biannual Flight Review along with the check ride for the 150 and went through a great learning experience while refreshing my skills. So I have a plane available until my RV6 returns, and if you find yourself in similar circumstances, give DeWitt a call about renting a plane. Now, let's get on to Chapter 393!

Chapter Business

We held our first board meeting on January 5th at the clubhouse. A total of 10 board members and former board members were present. I would like to point out that board meetings are open to the membership, so all are welcome!

Those present included former treasurer Harvard Holmes and his wife Sara. Harvard has retired from being the treasurer after many years of outstanding service and has been training Scott Davis who has taken over the position. Additionally, Harvard will no longer be the Wednesday Fly Out Coordinator, a role that he has filled for over twelve years.

Wednesday Flyouts

That position - the Wednesday Flyout Coordinator - is open and consists of starting an email conversation, usually on Tuesday evenings regarding a fly out destination. The email is sent out to a list of approximately 60 pilots who either agree with the suggested destination, or come up with their own suggestion. A consensus is reached and off they go. I will say destinations vary according to the time of the year and the weather. Auburn, Columbia, Lampson, Watsonville and Hollister are a few of the many recent destinations. If you are interested in being the Fly Out Coordinator, please email me at rjlhap@gmail.com.

Membership and Dues

From Harvard, the agenda moved on to long time EAA393 member Pete Mitchell who continues on as our chapter secretary. Pete reports that we have 93 members of which 31 have paid their dues for 2022 which were due on January 1st 2022. Until the chapter officially rolls out our new Wild Apricot website where one can pay their dues electronically, you can send a check in the amount of \$30 (or \$40 for a family membership) to:

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

As of the time of this message, our chapter can't accept any electronic payments until an IT issue is resolved with Wells Fargo. As a result the only form of payment our chapter can accept is a check. I anticipate this will be resolved shortly and a follow up email will be sent out from the chapter with electronic payment options. Our chapter should be able to provide members with an online approach to paying for dues, dinners and other events.

Wild Apricot Membership Management Project

Thanks to EAA393 members Rich Finkle and IT wizard Rich Cunningham, our chapter has a new website located at eaachapter393parked.wildapricot.org. You can copy the address and paste it into your web browser. There you will find that all of the information, history and data from our old website has been incorporated into the new website. While the new website is up and running for membership review, members will not be able to log in until after the January 26th general meeting where Rich Finkle will be our speaker on what the new website contains and the many different benefits of the Wild Apricot System.

After Rich's presentation and Q&A from everyone, the membership will be asked to vote on approving the funds for the Wild Apricot System and once those funds are approved, log in credentials and passwords will be sent out to each member. It should be noted that in order to develop the website (which was also used for the October elections) funds were generously donated by longtime EAA393 member Maurice Gunderson. Yours truly paid the January fees and, now that the website is ready, it is time for the chapter to take on the financial responsibility for the website.

Maurice Gunderson, who was also the president of the Mount Diablo Pilots Association swears by this modern method of club administration. As those of you who own aircraft already know, the MDPA instituted an online store where members can buy amongst other things, oil at a discounted price. This in turn paid for their Wild Apricot costs! Your board hopes to accomplish the same. But the ultimate goal of the Wild Apricot system is to improve the EAA Chapter 393 member experience. More on that to come.

CLECO Update

Following this president's message, Bill O'Brian will create and publish the Cleco, our monthly newsletter. Bill is always looking for interesting stories and pictures to include in the Cleco such as the one below of the



Januaryboardmeeting:

L-R Lucy Hart, Ryan Bailie, Bill Brian, Ron Lem, Rich Cunningham, Scott Davis, Sara Holmes, Harvard Holmes, Rich Bourgeois, Rich Finkle, Pete Mitchell, Tracy Peters.

If you have any "Data" for Bill O'Brian and the Cleco, please send it to Obrianob@yahoo.com.

Recruitment Of Teenaged Students for EAA Air Academy at Oshkosh

Tracy Peters, our new Young Eagles Coordinator is looking for two qualified candidates for the 2022 Air Academy to be held in July of 2022. Thanks to the generosity of our donors, we are able to offer two “free rides” for students aged 16-17. Time is of the essence in order to hold those slots; please send your candidates to pacificflyer1@gmail.com.

This Month's General Meeting

This month's EAA393 general meeting will be held on Wednesday January 26th at 7:00 at the clubhouse with dinner starting at 6:30. The dinner will be a potluck with the chapter providing pork tenderloin and salmon. The cost is \$5.00 if you bring a dish, \$10.00 if you just bring yourself.

Please contact Lucy Hart at lucyhart552@gmail.com and let her know what dish you will bring. Many of our members have expressed how much they enjoy sharing their favorite cooking with other members; this will be the first opportunity in 2022!

Membership Coordinator Bennett Ashley has been busy investing in his future career as a Corporate Pilot. He's a Commercial Pilot with multi and single engine ratings as well as an instrument rating. Most recently, he's been flying a King Air 350 out of Concord and a Citation CJ4 based in Hayward.

Well, as I'm composing this message listening to Chopin, looking out at the damp, whitish grey puffy clouds and blue sky and realize it's time to get outside. I encourage all of you to get out and fly, go to the airport and watch planes take off and land, enjoy life!

Blue Skies,

Ron Lem
President EAA393

393 Board Minutes

January 05 2022 Airport Clubhouse

President – Ron Lem	Present
Vice-President – Ryan Baillie	Present
Secretary – Pete Mitchell	Present
Treasurer – Scott Davis	Present
Newsletter Editor – Bill O'Brian	Absent
Tech Counselor – Peter Friedmn	Absent

Tech Counselor – Jim Agua	Absent
Web – Rich Finkle	Present
YE's Coordinator \$ Clubhouse – Tracy Peters	Present
Dinner Coordinator –	Needed
Membership Coordinator – Bennett Ashley	Absent
IMC Coordinator – Paul Millner	Absent
VMC & Chapter Photographer – Greg Kar	Absent
Amazon Prime / eScrip –	Needed
Bill Bower – Past President	Absent
Tools – Lee Teicheira	Absent
Lucy Hart – Social Director	Present
Jim Madison	Present
Rich Bourgeois	Present
Rich Cunningham	Present

President Ron called the meeting to order at 19:10, in the Clubhouse Fireplace room. Ron Motioned Lucy Hart as Social Director. MSC
Everyone verified their vaccination status.

Treasurer - Harvard & Scott

Bank Balance \$48,095 plus \$10,000 Academy and \$500 Zelle = \$59,595.

Efforts are underway with Wells Fargo to remove Harvard and install Scott Davis as Treasurer.

Harvard reports Holiday Party dinner expenses of \$1,084.07 and income of \$1,073.

Secretary – Peter M

Membership is 93 with 32 paid 2022, 58 due. 2022 dues are due January 1st.

Chapter dues are payable January 1st. Please remit to EAA 393 Box 6524 Concord CA 94524-1524 The Post Office has been slow, we have two checks still in the mail since NOVEMBER. Zelle takes seconds and is free

To use Zelle, bring up your Bank web page, look for a tab Transfer/Zelle, for bank use Wells Fargo, inter "Payments@EAA393.org", amount \$30 or \$40 Family, mention "Dues", Zelle will email you a confirmation.

Amazon Smile

"When you shop at smile.amazon.com/ch/65-1197798, AmazonSmile will donate a portion of your eligible purchases to Experimental Aircraft Association Chapter 393 of Concord CA at no cost to you!"

This year 393 received nearly \$100 from Amazon Smile.

Cleco – Bill O

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

Ryan B Motioned that CAP Cadets be included in the Academy selections process. MSC

Ron L Motioned Scott Davis for a Lifetime membership. MSC

January 26 General Meeting

Dinner will be Pot Luck, with 393 providing the meat and beverage. Five dollars with a side dish, Ten without.

Facebook – Bennett A

Here is the link to our EAA 393 Facebook page:

<https://www.facebook.com/ea393>

Send material to Bennett at BennettAshley925@gmail.com.

VMC – Greg K

Time permitting Greg will have a VMC problem

Adjourned 21:25

PJM

Women in aviation:

Sign Off



Wally Goes to Space

Wally Funk has spent the grand majority of her 82 years of life in aviation, starting when she first took an airplane ride at age 13 and continuing on as she earned her private pilot certificate after turning 16. But her true dream—to be an astronaut—set her firmly on a mission to achieve that goal. From the trials she passed as one of the “Mercury 13” to her hopes that were dashed, she persevered. Obstacles included the requirement to be a test pilot first—which no woman at the time was allowed to be—but she kept her eyes fixed on the prize. The elation she showed during the Instagram-posted invitation from Blue Origin’s Jeff Bezos was felt by her friends, and it was visceral. And it was matched only by the elation shown on her face as she stepped out of the New Shepard capsule back onto the Earth on July 20, an astronaut at last.

Courtesy Grapevine Convention & Visitors Bureau

Downward Trajectory

NST
11/29/21

Flying Blind

By Peter Robison

(Doubleday, 327 pages, \$30)

One business scandal that only just got its 15 minutes of media heat involved the crash of two Boeing 737 MAX airliners. Boeing had insisted after a Lion Air jet tumbled into the Java Sea, in October 2018, that the plane was safe. Less than five months later an Ethiopian Airlines 737 MAX went down too. In total, 346 people died.

An uproar ensued, and the 737 MAX—Boeing's upgrade to its venerable 737—was grounded while the company worked on a fix. Hearings were held, lawsuits filed, the company's chief executive was sent packing. Still, once the pandemic hit, the controversy faded. Peter Robison's "Flying Blind: The 737 MAX Tragedy and the Fall of Boeing" is a disturbing account that will return much-deserved

scrutiny both to Boeing and to its regulator, the Federal Aviation Administration.

Boeing remains one of America's leading manufacturers, but it is reduced in reputation as well as equity. The "fall" that Mr. Robison's subtitle alludes to is the corrosion of a culture that had emphasized quality. Boeing was founded in Seattle in 1916 by William Boeing, a wealthy engineer who took flying lessons and decided he could build a better machine. It quickly became an icon of

American engineering, and the attention to quality extended to the top. Typical was Jim Johnson, a longtime executive who made a point of leaving the factory through different doors so he could talk to as many workers as possible.

By the early 1990s (when Mr. Johnson left), Boeing had adopted the business-school approach to maximizing shareholder value, including cost-cutting and share buybacks. The headquarters moved to Chicago, away from the plants, and the workers were scattered.

Mr. Robison is upset that Boeing followed the unremarkable philosophy of the Business Roundtable (recently revised under woke pressure) that the first duty of any company is to its shareholders. He says that Boeing focused on metrics that "tend to favor investors over employees and customers." This is an easy but misworded critique. In the long term, the interests of shareholders and customers are aligned. A manufacturer that disregards either customers or employees will eventually not have profits to distribute.

In fact, Boeing forgot that its long-term success depended on its reputation for superior engineering. Executives like Alan Mulally, project leader in the 1990s for the costly but highly successful Boeing 777, were passed over for the top job. The corporate metamorphosis was accelerated by the 1997 merger with rival McDonnell Douglas. The executive suite was colonized by such figures as McDonnell's Harry Stonecipher, a Jack Welch protégé who was explicit about changing the culture. His intent, he said, was to run Boeing "like a business rather than a great engineering firm." Increasingly that meant doing whatever it took to hike the share price. Phil Condit, the CEO who orchestrated the merger, pushed his managers to quintuple the stock in five years, which suggested that his eye was on Wall Street and not on the planes.



Financial engineering was in vogue across corporate America, but airplanes like the 737 depend on real engineers. Drab but dependable, the 737 had found its niche after the airline industry was deregulated in the late 1970s. Carriers needed fleets of short-haul planes that could siphon traffic into feeder hubs; the 737 became their workhorse.

By the 2010s, the 737 was providing a third of Boeing's profit but was in need of an overhaul. Mr. Robison, an investigative reporter at Bloomberg, argues convincingly that concern for costs compromised this effort. He portrays his subject under intense pressure from Airbus, its European rival, and making a questionable decision to upgrade the 737 rather than, more expensively, design it anew.

Focusing on Wall Street and not on its planes, Boeing forgot that its success depended on a reputation for superior engineering.

Test flights showed a tendency for the MAX to pitch up. Designers corrected the problem on the cheap, with software that pushed the nose down. Somewhat perilously, a single sensor measuring the angle of the wings against oncoming air could force the plane into a downward trajectory. An optional cockpit indicator—alerting pilots that the sensor might be faulty—was not included on cheaper models. And the sensors, which sat outside the plane, were vulnerable to bird strikes or improper installation.

Pilots could correct for a bad reading, but they had to follow steps from a written manual rather than, as in newer planes, being prompted by an electronic checklist. Since they had only about 10 seconds to make a correction, training was key. Yet Boeing went to great lengths to get the 737 MAX certified without the requirement that pilots train on a simulator. Lion Air, the Indonesian airline, requested such training, but Boeing said it wasn't necessary.

During the pre-crash certification process, Boeing misled the FAA on the importance of the software (this later led to an indictment of a supervisor). Still, the FAA, as Mr. Robison shows, was compromised by years of having adapted its regulatory role to promote manufacturers. Even after the first plane went down, it kept the MAX flying—despite an agency analysis predicting more crashes. Nor would Boeing's CEO, Dennis Muilenburg, admit that the company had been at fault. After the Lion Air crash he went to a ribbon-cutting. The board awarded him a \$31 million paycheck, including a bonus. After the second crash, he woodenly stayed on script: "We followed exactly the steps in our design and certification processes."

Yet various insiders had protested Boeing's level of risk-taking. One manager sent a note to the 737 factory head: "Frankly right now all my internal warning bells are going off." The brass was said to have pressured Boeing's internal regulatory unit. Said one eyewitness, "it was push, push, push, shove, shove, shove, to get the airplane into the customer's hands." In the end, cutting corners was not only tragic; it was bad business. Far more money was spent on lawyers, victims' families, retooling and lost flight time than on Boeing's supposedly quick fix.

Mr. Lowenstein's latest book, "Ways and Means: Lincoln and His Cabinet and the Financing of the Civil War," will be published in March.

*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!!!!!!!!!!!!!!

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



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*The Experimental Aircraft
Association Board of Directors
Chapter 393 of Concord, CA*

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510 301-8485

Government Affairs

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Greg Karamanougian

925 864-3036

Webmaster

Rich.finkle@gmail.com

Rich Finkle

*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?????*



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Our meetings are open to the public.

Join us for dinner at 6:300 pm (\$10 donation) with the general meeting at 7:00 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:

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 !!!!!

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



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