



## **Picnic Rescheduled for August 12**

**August 12 is our annual Picnic**, at the airport just south of the old terminal, behind the Budget rental office. There will be **no general meeting during July**, but there will be a fly out on July 29 for interested fliers. After the Picnic, there will be a regular meeting on August 23.

Other topics scheduled for our regular meetings are:

Aug. 23: Scot Stambaugh/Andy Marshall  
Fiberglass Lay-up Techniques

Sep. 27: John LeNoue  
Vimy Build Process

Oct. 25: Bruce Sequine/Scot Stambaugh  
Riveting

Nov. 22: Dr. Toth  
Keeping your Medical

Jan. 24, 2007: Scot Stambaugh  
Flight Testing Your Experimental Aircraft

Mar. 28, 2007: Rick Lambert  
Aircraft Rigging

May 23, 2007: Scot Stambaugh  
Aircraft Wiring Basics

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### **Presidential perspective:**

#### **Picnic Canceled and Re-Scheduled.**

Due to the fact that nobody stepped up and also to the reasons we heard for not being able to do so we have come to the conclusion that far too many members were unable to make our original picnic date. So rather than be known as the administration that missed the picnic we (Scot) insisted that it be rescheduled. It is now planned for Saturday August 12th. This will allow me to oversee it after I return from my first extended vacation. When I return I will be

contacting you about how you can help. Right now we need a few BBQ's and cooks with current certificates. We will be providing the meat and drinks as usual but we will be looking for pot luck on salads, side dishes and desserts. Think about what you could bring and give me a call. 925-283-3119. I'll be away until 8/7 but you can leave a message and I'll contact you upon my return.

In other news, the chapter has decided to rent half a booth at the upcoming Buchanan 60th anniversary open house on 8/5 to generate awareness and maybe a few new members. This means that we are looking for a few volunteers to man the booth for 1 hour shifts to hand out flyers, magazines, membership forms and answer any questions. We need 6 volunteers so we can man the booth continuously. I will be getting informational and membership materials from headquarters when I visit Oshkosh in a few weeks so they should arrive in plenty of time for the 5th. Anyone who is able to help out should contact Scot Stambaugh at 925-962-0255. I won't be back in time to be there so bring out your plane to show it off or just come out and support the airport and help us sign up new builders. Companies that are currently attending are: APEX, Caffino, CALSTAR, The Crowne Plaza Hotel, Pacific States Aviation and Valley Pilots.

In other news we have signed the contract for the Christmas party and all the details are now finalized. We will announce them when we get a little closer to the event.

Well that's about it. I'm off to Arlington and then Oshkosh with a few weeks of fishing in between. I hope to see many 393 members at both shows and I'll see the rest of you when I get back.

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## EAA 393 General Meeting

June 28, 2006

President Ken McKenzie welcomed members and guests.

Pat Peters introduced Doreen Stockdale from the Airport Managers office.

Doreen announced an **Open House at Buchanan Field** on August 5, from 10 AM to 3 PM at the Transient Ramp near the Crowne Plaza Hotel. Attractions include static displays of aircraft, helicopters, aircraft under construction, information booths, a kid zone, a dunk tank, and live on-site transmissions by radio station KKDV at 92.1 Mhz.

EAA Chapter 393 will be flying Young Eagles from the Pacific States Aviation FBO area.

Doreen asked if EAA Chapter 393 could provide some examples of amateur built aircraft, both finished and under construction. Simpler as well as complex examples are desired. Attendees could then see how these aircraft are built. The aircraft would be in a roped off area and the owner would not have to stay with the aircraft for the whole time. [Harry Heckman and Ernst Freitag can display their aircraft, and we will be looking for others.]

The FBOs will have some aircraft on display that they use for training. However, Doreen is still looking for a small twin aircraft (there are no examples of these yet), and she is hoping to get a jet on display from Apex.

Eight information booths are signed up for at \$140 each, including MDPA, PSA, Sterling, and others. Half booths are also available, and one is signed up for at \$70. The chapter decided to spend \$70 to get a half booth. We will be sharing a booth with the Valley Pilots Flying Club.

Pat Peters reported on **Golden West**.

Overall the fly-in and airshow was relatively successful. There were over 1000 aircraft on the field at the peak. However, it was clear that the airshow at Beale the week preceding Golden West had a significant negative impact on attendance at Golden West.

Friday was a slow day for Young Eagles at Golden West, while Saturday brought a good walk in crowd.

Ken McKenzie reported that Golden West didn't make any money, but they didn't lose any either. The competition from the Beale air show was definitely a negative factor.

The picnic situation was discussed, resulting in rescheduling the picnic as stated in the Presidents Perspective.

**Our speaker was Ricky De Agrela**, who was introduced by Guy Jones. Ricky is now on a second odyssey to visit as many countries in the world as possible. He is doing this on a 250 cc motorcycle, and recently arrived in the Bay Area after riding up from South America.

Ricky's first odyssey, which was the subject of his presentation, was an ultralight flight around the world, visiting 5 of the 7 continents. He was a very determined person, overcoming obstacles that surely would have stopped most people.

Ricky said his goal was to draw the world's attention to South Africa's first 10 years of freedom from apartheid, and to encourage people to pursue their dreams. His trip also started almost exactly 100 years after the Wright Brothers flight. He also wanted to promote the Red Cross Children's Hospital. His travels are chronicled on his web site <http://www.safreedomflight.com/> and he has also written a book about his trip that is coming out this month.

Ricky traveled 40,000 miles in 11 months, traveling with his friend Alan Honeyborne until Alan was killed in an accident. They had previous ultralight experience flying all over Africa together. They got the idea to do the trip one night on a camping trip. They reviewed previous trips around the world and worked out their own route.

Alan built two microlight aircraft to meet their requirements. The "trikes" were exactly the same; they had white wings with space for sponsor's messages; they flew at 55 mph; and could climb to 14,000 feet at moderate weights. The maximum weight for the planes was 550 Kg! They could land in tiny spaces. For the instrument panel, they mounted a Garmin 195 for airports and frequencies, and the usual flight and engine instruments with fuel flow. They had a panel mounted radio and a transponder, as well as a hand held radio, which they used to talk between themselves.

The engines were Rotax 80 HP (1200 cc) engines, which could use fuel down to 82 Octane. During the course of the trip he put 680 hours on the engine.

Ricky did the planning and work to get the Visas and flight clearances. It took up to 9 months to get some of the approvals. He sold his house and home to finance the expedition (it was not enough!). He was hoping to get financing along the way. In all, it took 3 years to organize the trip.

At their departure, they looked confident, but they actually were not all that sure of themselves.

Within Africa, the animals were very inquisitive and it was very hard to get rid of them. They very often landed at major airports as they had to land at ports of entry for each new country. Over Ethiopia, they saw many terraced farms, despite the drought in that region. As they approached Yemen, Yemen cancelled their clearances and they were stuck for 8 days. Yemen

finally relented. All over Asia they found the bureaucracy horrible. In the Moslem countries, they found the citizens very hospitable, but it was very difficult to get answers because a "yes" answer would make the person responsible and a "no" answer would be impolite. So they would get no answer at all! In Asia, most countries have no GA at all. The pollution was also very bad; the visibility was often terrible. At times, they masqueraded as helicopters to take advantage of lower restrictions on helicopters.

They headed for Nepal where an aviation club could help them. At that airport, they flew tourists in ultralights. They took a weeks holiday there.

In the beginning they had almost nothing to do with the media, but later they found that if they were photographed and written about in the newspapers, then the bureaucrats treated them much better. They also found it advantageous to wear uniform-like shirts, with epaulets with strips on them, as if they had a military rank.

The expedition followed the weather patterns, so they had good weather most of the time. Over Indonesia and Australia they had thunderstorms, but the storms generally stayed over land, and they could often fly just offshore.

The flying was difficult because the local controllers generally had inadequate English language skills. They used a satellite phone to call Australia to get weather reports for Indonesia and south east Asia.

From Indonesia to Australia was a very long flight over water. They watched the weather and finally launched between two storms that were about two days apart. They reached Darwin, Australia after 8:45 over the ocean! They flew around Australia a bit, then headed back through Indonesia, the Vietnam and then China. In Hanoi, then stayed 10 days negotiating for clearance to

fly into China. Finally, their Red Cross "connection" got them permission to enter China.

They had now been traveling for 6 months and gotten farther than they had hoped. Alan was writing daily updates to their web pages and they were getting an inspiring response to their web pages.

Then Alan lost his goggles as he was switching fuel tanks. They continued but the weather at their destination went bad and they were directed to their next stop. This took them into the clouds and while in IMC they hit extremely heavy rain. Alan was unable to see the instruments and lost control. Soon his wings came off and he knew he was lost. He was able to communicate with Ricky, but Ricky was unable to help. After Alan's death, Ricky was uncertain about continuing, but Alan's mother, who had come to China, urged him to continue, and the web messages did also. So he continued. But China would not let him fly in China any more, so he packed up the ultralight into a crate and shipped it to the Bay Area in the United States.

Then Martin Walker, another ultralight pilot from South Africa, wanted to join him for the rest of the trip. So Martin had his ultralight shipped to the Bay Area, and it was assembled in Scott Achelis' hangar at CCR.

The two departed CCR for Oshkosh. About this time, Ricky found that his flying was not what it should be, and gradually came to realize that he was still lacking focus on his flying after Alan's death. Ricky tried to focus on his flying procedures and gradually improved his awareness. In retrospect, he feels that he was pretty "out of it" for quite a while.

After Oshkosh, the two departed for Central America. When they reached Belize, they stayed over for a week. Ricky had met a friend in the Bay Area, and she came down to see him. Martin had met some women

vacationing in Belize from America. The day before they were scheduled to leave, Martin wanted to take the two women (one at a time) over to a nearby island. But the wind was strong and turbulent, and the plane was at gross weight with fuel, and Ricky asked him not to go. Thinking the matter was settled, Ricky was relaxing around the pool, when a messenger came to tell him that Martin had crashed. He rushed to the hospital and Martin died that day. His passenger was seriously injured, but she survived and was airlifted to Houston a few days later.

Ricky had different feelings about Martin's death than he had with Alan. He was angry with Martin. Still, he had to make the decision to continue. He packed up his ultralight and freighted it to London.

From London, he flew back down to South Africa. He was on his own, with no one to talk to, and so no checks and balances. In retrospect, he was pretty reckless on his flight back to South Africa. In the Sahara desert, he ran low on fuel and fatalistically continued, and landed with no fuel. He realized that he needed to get back in mental control. The war torn areas were very depressing. He got food poisoning. He struggled to regain his mental composure. He arrived in South Africa after 7 weeks, having lost 20 lbs.

He didn't hold back in writing his book. But his overall experience is that the world is a positive place, and his faith in humanity is restored.

**Questions:**

What's his latest mission?

A: To visit as many countries as possible. He's done 77 out of about 190. He's glad he got to see Cuba while Fidel Castro was still there, as he expects it will change a lot after Castro is gone. While there, he saw lots of poor people, and also educated people without jobs.

Q: What business are you in?

A: Construction and development; the business is going well. He's also doing motivational talks -- they're fun and lucrative.

**Dénouement:**

His travels have been a "life altering experience" -- lots of positive things have come out of it. Stacy is still in San Francisco. They never got any sponsors. In Australia, Dick Smith (five flights around the world) gave them a check in a sealed envelope -- "don't open it until you need it." That gave them a feeling that they had not reached "the end of their rope." From his web page he has made the acquaintance of many new friends and visited them along the way. "People are the same everywhere." "Go travel."

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**Young Eagles Flights**

June 17, 2006

Pacific States Aviation

We had a lower than usual turnout of children who wanted flights due to difficulties in getting media coverage.

As usual, we had the excellent support of the ground crew, and the use of the facilities at PSA. PSA is again sponsoring the Young Eagle flights with a donation of fuel for the Young Eagle flights -- **Thank You PSA!**



Parents watching their kids flights.



Richard Roberts returns from a trip in his Bonanza.



Duane Allen returns from a trip in his Cessna 182 RG.

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**EAA 393 Fly out to Half Moon Bay**

June 17, 2006

The fly out took place after the Young Eagles flights. I did not get all the names, but we got Pat and Evangeline Peters, Tracy and Bridget Peters (Cherokee), Harvard Holmes and Nat Kinsley (Mooney), Richard Roberts and two passengers (Bonanza), and Duane Allen with two passengers (Cessna 182RG). We had a nice lunch on the patio under umbrellas at the Three-Zero Café.



Bridget and Evangeline on the patio with an unknown (to me) admirer.



Pat Peters, one of Richard's passengers, and Richard Roberts.



Bob Belshe brought Fred Egli in his Lancair 235/320.



Harry Heckman came in his Lancair 235.

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### EAA 393 Fly out to Lampson (Clear Lake)

July 1, 2006

Five of us came in three airplanes.



Harvard Holmes and Nat Kingsley almost didn't make it; they departed OAK Special VFR as the fog cleared.



The favorite food here is the Turkey Ortega sandwich, with three of us having it.

After lunch we wandered around the "graveyard." It's sad to see these planes gradually turning back to the elements.



This Grumman(?) amphibian fuselage was one of three that we spotted.

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### EAA 393 Board Meeting

June 29, 2006

Attending: Ken McKenzie, Scot Stambaugh, Harvard Holmes

Scot will coordinate the booth volunteers for the Aug 5 CCR open house. We brainstormed candidates. We'd like 6 people for 1 hour each.

Scot prompted us to resurrect the picnic for August 12. Ken will be back and will organize it. Meanwhile Harvard needs to confirm with Budget. A one page Cleco was proposed to notify folks of the new picnic date. [But it grew.] Scot volunteered to smoke up some tri-tips -- yummy! We'll see if that works out.

The schedule of speakers for our meetings was reviewed/changed. See list on page one.

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**Treasurer's Report** as of June 29, 2006  
Savings: \$ 2622.89 Checking: \$ 1533.69

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### The Radar Screen

AirVenture (Oshkosh), July 24-30  
<http://www.airventure.org/>

**Buchanan Field 60<sup>th</sup> Anniversary Open House**, Saturday, August 5, 2006, from 10 AM to 3 PM. In the transient parking area next to the Crowne Plaza Hotel. And **Young Eagles**.

Reno Air Races, September 13-17  
<http://www.airrace.org/>

Buchanan Field (CCR) Master Plan Update, Thursday, September 28, 2006 at 7 p.m., Crown Plaza Hotel  
<http://www.buchananfield-byronairports.org/ccrMPupdates/ccrMasterPlanUpdates.htm>

### Others????

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### The Experimental Aircraft Association Chapter 393 of Concord, CA

P.O. Box 272725  
Concord, CA 94527-2725

Web page: <http://www.eaa393.org/>  
Email: [nle@eaa393.org](mailto:nle@eaa393.org) (with a copy to [webmaster@eaa393.org](mailto:webmaster@eaa393.org) please)

#### Officers for 2006-2007

President:	Ken McKenzie
<a href="mailto:pres@eaa393.org">pres@eaa393.org</a>	925 283 3119
Vice President:	Scot Stambaugh
<a href="mailto:veep@eaa393.org">veep@eaa393.org</a>	925 962 0255
Secty/Treas	Louis Goodell
<a href="mailto:secty@eaa393.org">secty@eaa393.org</a>	925 682 4198
Newsletter Ed.	Bob Rudolph
(Acting	Harvard Holmes)
<a href="mailto:webmaster@eaa393.org">webmaster@eaa393.org</a>	510 526 5347
Board Chairman	Peter Degl'Innocenti
<a href="mailto:cob@eaa393.org">cob@eaa393.org</a>	925 756 6172
Tech. Counselor	Rick Lambert
<a href="mailto:tc@eaa393.org">tc@eaa393.org</a>	925 689 3799
Young Eagles	Pat Peters
<a href="mailto:yec@eaa393.org">yec@eaa393.org</a>	925 930 6447
Photographer	Tom Howard
<a href="mailto:photog@eaa393.org">photog@eaa393.org</a>	925 933 6015
Membership	Bob Belshe
<a href="mailto:members@eaa393.org">members@eaa393.org</a>	925 376 7677
Webmaster	Harvard Holmes
<a href="mailto:webmaster@eaa393.org">webmaster@eaa393.org</a>	510 526 5347

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**Meeting Schedule (2006)**

General (Wed.)    Fly Out (Sat.)    Board (Thur.)

**Jul 5-9, Arlington**

**Jul 24-30, AirVenture**

**Aug 5, Buchanan Field 60<sup>th</sup> Anniv. Open House**

**Aug 12, Picnic**                      Jul 29                      Aug 3

**Aug 23**                                      Aug 26                      Sep 7

**Sep 13-17, Reno Air Races**

**Sep 27**                                      Sep 30                      Oct 5

**Oct 25**                                      Oct 28                      Nov 2

**Nov 15**                                      Nov 18                      Dec 7

**Dec 9, Holiday Party at MDPA**                      Jan 4

**Jan 24**                                      Jan 27                      Feb 1

**Our meetings** are open to the public. Everyone should consider themselves invited. EAAers might make someone else happy by introducing them to our Chapter, getting them involved in projects, fly outs and just plain good old camaraderie.

**Our normal meeting time** is 7:30 PM on the 4<sup>th</sup> Wednesday of the month (except July, November and December) at the old terminal building on John Glenn Drive just south of the tower. Visitors are welcome.

**Chapter 393 Fly-Outs** are open to chapter members and their guests. Meet at the Buchanan Field terminal building at 10 am, and we'll try to match people and airplane seats to take as many as possible. If the weather is bad, the fly out will be postponed to the next Saturday, possibly with a change in destination.

EAA Chapter 393  
P.O. Box 272725  
Concord, CA 94527-2725



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

