

## Speaker

Our Speaker for **February 28** is our own **Rick Lambert**, who will talk on the in's and out's of aircraft rigging. Do you want your newly completed plane to fly straight and level on its first flight? What do you have to do to make this happen? How do you get the wings on straight? How do you measure the wings to see if they are straight? How do you construct an accurate right angle? Remember Pythagoras? How accurate do you have to be to get satisfactory performance?

What if your plane didn't fly straight and level on its first flight? How can you fix it?

What if you have installed your wings or tail, glued or riveted them in place, and now the measurements show that it's not quite right? Can it be tweaked? How? How much?

What is an anti-servo tab? What is a spade? Bring your questions!

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## Upcoming Topics

Bruce Seguire/Scot Stambaugh  
Riveting  
Scot Stambaugh  
Aircraft Wiring Basics

**Dues are due! (\$20)**

## Presidential perspective:

Some info & observations:

Although almost cancelled due to lack of volunteers, the B-17 visit, in late April, is now on again. With some unforeseen help from Oshkosh and our own Sterling Aviation who kindly volunteered the use of their facilities and ramp we now have almost everything we need lined up to make this happen. Now all we need are a few bodies to man the operation, help sell souvenirs and provide some ground support for the crew during the 3 days it will be here. Let me know if you are interested in hanging out with the plane and possibly getting a free flight in the deal.

During the process of making the arrangements for the B-17 visit I was confronted with the reality of just what our chapter, EAA 393, is. And what it isn't.

EAA headquarters likes to promote the image of the "EAA Chapter" as this collection of people whose lives are governed by Family, Work and Aviation in that order. If there is anything else, it exists as a very poor 4th. I've read about these chapters. They have regular pancake breakfasts and BBQs at the chapter hangar just outside of town. They have chapter aircraft projects that the members spend their free time working on that take years to complete. Real fellowship and camaraderie seem to be the norm. They all seem to have wives who support their aviation hobby. All this is built around Aviation in general and Experimental Aviation specifically. Now this image is not only promoted in Sport Aviation magazine but in the way EAA has set-up their business model. The chapter office and headquarters in general is based on this model. Small town America.

Our chapter is made up of members with somewhat different priorities. Family and Work fit in the same but Aviation has dropped to the level of dozens of other competing interests. Our members seem to stand out from the general population only in that they have Aviation as one interest among the multitude of others in their lives. As for the chapter activities, well, there is no chapter hangar (and hangars in general take years on a list to even rent). The Airport is in the middle of an almost urban environment and is constantly battling the politicians (who are seeking to line their supporter's pockets) to keep it from closing. There is no such thing as anybody local promoting aviation. The airport management has made it their job to keep everyone who isn't already engaged in some form of aviation away from any of the airport operations except the FBOs. Even if we DID have a chapter hangar nobody could get onto the ramp to visit it without a ramp passkey or a security code for the gates. As for activities, apart from the monthly meetings we can barely get half the members to attend the Holiday party or even the July picnic, and it's free.

Here's the problem as I see it. We, as a chapter, seem to be a collection of strangers (just like everyone else in urban/suburban California). Most of our members know one or maybe a few of the other members but most do not know even a simple majority (I know I don't). When I first joined in the late '80s there seemed to be an amazing camaraderie and the majority seemed to be building something. Now the chapter has become mostly fliers and wanna be's with the majority having no project. Gone are the metal builders group and the composite builders group, who used to have their own additional meetings. There seems to be little club socializing because, except for a mild interest in Experimental Aviation, we seem to have little else in common.

Now the whole reason I am bringing this up is because recently I needed to put together a group of members to help with the B-17 visit and I literally ran into a wall.

Most seemed to think the visit was mildly interesting but definitely not significant enough to get involved with personally. With the exception of a few overworked officers I could find nobody interested in helping the chapter in what will amount to its only fundraising opportunity this year.

I would love to see this change but I'm not convinced it can. The board has discussed the possibility of combining the monthly meetings with some type of pot-luck dinner but we are unsure of the interest. All we can do is provide a supportive environment. If things are going to change in any significant way it is going to be because you, the members, want them to. Otherwise all I see for the chapter's future is a bunch of strangers getting together every month or so to hear someone give a talk on some Aviation topic. Much as it is now.

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### **EAA 393 Young Eagles Program**

Brother Aviators and Airmen.

I am very excited to be chosen by Pat Peters and Chapter 393 to be the next Young Eagles Coordinator. I have to begin by thanking Pat Peters for doing such a great job of leading this program for so many years. Without his devoted leadership, Chapter 393 might not have accomplished so much. It will be a big act to follow in his footsteps.

Thanks Pat, Evangeline and Tracy.

Onward and Upward:

Having a vivid memory of my first flight in a small aircraft at 12 years old, I am a true believer in the "Young Eagles" program. I was flying U control model aircraft with some neighborhood buddies when one of the boy's father walked over to the field and asked if we wanted to go up in a "real aircraft." It turned out to be a ride in a Howard, and as my friendship with Mr. Chadwick developed over the years, later in a Waco UPF-7 and a J-3 Cub. Thus started my career path of a boyhood dream. I flew

helicopters for the Army with a one-year tour of duty in Vietnam. Then I was lucky to be hired by United Airlines to eventually finish on the advanced 747-400 Big Bird, flying to places that I had read about in National Geographic Magazine. I must say, almost every pilot I've been acquainted with had a similar dream and "first flight" experience. We are very fortunate to be able to provide that first flight experience to so many young people. Hopefully, Young Eagles kindles the next generation of boyhood/girlhood dreams of aviation.

#### What's Next?

Tom Poberezny in the last EAA E-gram newsletter stated that the FAA might have some restrictive changes under the "Air Tour Rule" that would affect the Young Eagles flights. If made into law, this rule change will affect the type aircraft, pilot qualifications and frequency of Y. E. activities. Standby for this new guidance!

In the meantime we will commence planning the Y.E. schedule until we hear differently from EAA or the FAA. I will distribute a schedule next meeting outlining which weekends we will plan these flights providing we have good weather. An alternate Saturday will also be published in case our plan gets scrubbed due to inclement weather. I also plan to try to include as many Boy Scout Troops as I can get the word to, for their participation. As we did once before, with Tracy's help, we will provide an environment where the boys can work on their Aviation Merit Badge on the same weekend as our Y.E. program. I would welcome comments and or guidance from those brave aviators that support our chapter's program. Please do not hesitate to send me an Email at [sperli6@comcast.net](mailto:sperli6@comcast.net), or give me a call at 925-356-5656. I am usually available from about 7:00PM until 10:00 PM. Thanks.

Best, Dick Sperling

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## EAA 393 General Meeting

January 24, 2007

### Announcements

There is a Sport Air Workshop on experimental aircraft construction in Watsonville. [These occur fairly regularly -- see the internet for current announcements - Ed.]

Golden West Air Show has moved to the end of June to avoid conflicts with other events. The new date has been put on the chapter calendar on the Web.

There has been a dearth of volunteers for the B-17 visit. Also, the airport has a large car show scheduled for the weekend immediately before the B-17 is scheduled to arrive. Given that, Ken was inclined to cancel the B-17 visit and he informed EAA headquarters of the difficulty. [EAA headquarters response was to provide more assistance to us, and to ask Ken to reconsider. As Ken noted, most of the elements are now in place to go ahead with the B-17 visit, EXCEPT volunteers. - Ed.]

### Introductions

By popular request, introductions were given more priority; and Scot, our speaker, was happily able to delay his presentation a bit.

Duane Allen is a former webmaster, newsletter editor, and Young Eagles coordinator. He had a Cessna Cardinal which is being updated with a new panel; a Cessna Turbo 182 which he is flying; and he has a share in Bill Call's Lancair ES, which is waiting for more money to order the engine.

Rick Lambert is the Chapter's technical counselor. He is currently working on a Europa.

Ron Robinson has a Glasair I RG, which is 15 years old with 1200 hours.

Phil Jenkins has a Glasair II S RG, which he finished about 12 years ago.

Bob Belshe has a Lancair 235/320 which he purchased about 12 years ago and has

750 hours on it. He has made several modifications, including a larger engine.

Fred Egli has a Lancair IV, which he completed in 1998. He now has about 600 hours on it and flies nice. He took the plane to Alaska in 2005 on a group tour and had a great time.

Keith Martz has had a Comanche since 1973. It is in for its annual right now. He started on a Glasair I and got it about 2/3 together, but now it is waiting for somebody else to finish it. He has all the parts, including the wing extensions.

Harvard Holmes has a 1966 Mooney M20E to fly, and is working on a Lancair IV-P.

Scott Achelis has an RV-6A that is about 10 years old.

Pete Mitchell is helping Don Baldwin work on his Sonex.

Rob Hadley is working on a Cozy Mark IV and has the fuselage finished ready for covering.

Don Baldwin is working on the wiring for his Sonex. It is about 40° in his garage.

Ray Nilson has an RV-9A under construction. He is starting on the wiring - radio, transponder, EFIS, etc. He has a 6 cylinder Eggenfellner Subaru engine ready to go on it. The gear has been fit, but not installed yet.

Pat Peters is our ex-Young Eagles coordinator. He has an RV-6A in progress with an 8 cylinder Jabiru engine. He just got the GPS for installation. His Cherokee just finished its annual and last Saturday the battery died, but it's now fixed.

Bruce Seguire has an experimental Swift with a newly overhauled engine. It now has 1 hour on the engine. His Gem engine monitor went out.

Ernst Freitag has an RV-8 with about 300 hours, and he is working on an RV-10. He has the wings and empennage done. He went to Oshkosh last summer.

Dick Sperling is our new Young Eagles coordinator and he is getting material from National and starting to plan the year's events. He is looking forward to lots of help from the Chapter. He has been active in

Boy Scouts and hopes to coordinate that with the Young Eagles events.

Gary Stoffer is a new/old member and is flying an RV-8. He also went to Oshkosh last summer.

Chris Bristow has a Bearhawk under construction.

Peter Degl'Innocenti has a ¾ scale replica P-40 under construction. He has been spending a long time on the landing gear and expects to have that worked out by early spring. Then he can do the rest of the wing.

Doug Knight has an experimental Bearhawk under construction, but has made no progress in the last 2 years. He is working on a number of projects for people around the airport.

Jim Veatch has a Kitfox VII.

Scot Stambaugh has an F1 Rocket, but has been too busy with his new business to fly it for the last 3 months.

Ken McKenzie has a Glastar that has sitting for far too long. He now has a place to store the fuselage, giving him enough room to work on the wings, and he hopes to start work on them in the next month. He noted that New Glastar has stopped producing the Glastar as a kit, so it is now an orphan, although parts are still available for it.

## Presentation

Our V.P., Scot Stambaugh reviewed a list of flight test cards that had been put together by a fellow F1 Rocket pilot. This pilot also flies U-2s for the Air Force and graduated from the Air Force test pilot school.

The following topics are covered in his test cards:

- FIRST TEST FLIGHT
- CONFIRM FIRST FLIGHT RESULTS
- VALIDATE ENGINE RELIABILITY
- SLOW FLIGHT TEST
- CLIMBS AND DESCENTS
- AIRSPEED IN-FLIGHT ACCURACY CHECK
- STALLS
- CLIMB SPEEDS
- STABILITY AND CONTROL CHECKS

ACCELERATED STALLS  
"G" LIMIT TESTING  
EXPLORE WEIGHT & BALANCE LIMITS (8 FLIGHTS)  
FUEL CONSUMPTION (6 FLIGHTS)  
MAGNETIC COMPASS CALIBRATION  
AEROBATIC TESTING  
NIGHT OPERATION

These cards are specific to the F1 Rocket that he was testing, but they form a good framework for your own tests.

[http://www.eaa393.org/Presentations/Scotsflt\\_tst2007/index.htm](http://www.eaa393.org/Presentations/Scotsflt_tst2007/index.htm)

There was a discussion of the test cards and flight testing. The following points were noted: Rick Lambert noted that you should write down all the stuff that you want to look at during the flight. Bruce Seguine noted that the FAA has a really nice page on test flights.

<http://www.faa.gov/library/manuals/aircraft/media/ac90-89a.pdf>

Ernst Freitag noted that for ballast you can get lead shot from a gun shop -- maybe even sell it back to them after you are done.

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### **EAA 393 Board Meeting**

February 6, 2007

Attending: Ken McKenzie, Louis Goodell, Dick Sperling, Guy Jones, Harvard Holmes.

The next speaker was identified.

Ken McKenzie reviewed the progress of the B-17 event.

Our Treasurer reports that over half of the members have paid their 2007 dues.

Our Treasurer, Louis Goodell renewed our web domain registration.

The Board reviewed ideas to improve membership attendance, including having some sort of dinner before a usual meeting. This seems attractive, but no one has taken the idea and "run with it."

Harvard Holmes was requested to print a page or two of pictures each month for the displays in our meeting room.

The date of our annual picnic was confirmed as July 21<sup>st</sup>.

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### **EAA 393 Fly Out to Watsonville**

February 3, 2007

Our fly out was organized by Scott Achelis.

It was delayed until February 3<sup>rd</sup> to accommodate some nasty weather in the Bay Area a week earlier. Even on the third the weather was clear of clouds but very hazy until around noon time. Harvard Holmes came from Oakland and landed SVFR; and then he and Duane Allen departed SVFR to get to Watsonville around noon. Others waited for the visibility to reach 3 mi. then proceeded to WVI where it was 5-6 mi. visibility. Then we all had a nice lunch at the restaurant.

Lots of people and planes came and there were several empty seats! I think we had about 16 people.



Duane Allen and Audrey came in this Cardinal.



Here is Keith Martz in his Commanchee with Tony Tiritilli's Cherokee in the background.



We pretty much took over the back wall and corner of the restaurant.



Here is the view from the other end of the table.

### EAA 393 Fly Out to Petaluma

February 17, 2007

On the spur of the moment, more or less, Harvard invited a few others to join him at Lampson (Clearlake). Unfortunately, he didn't check that the restaurant was open, so we ended up going to Petaluma. This was one of the few times that Bruce Milan has joined us in his beautiful bright red Questair Venture.



The group walking back from Lunch.

### Harvard and Sara Holmes build a Lancair (continued from the May, 2006 Cleco) WEEK THREE

After the windows are glued to the fuselage skin and the door frame installed, the top of the fuselage is removed from the bottom and the window joints are further strengthened with strips of carbon fiber that join the inner surface of the windows to the inside of the fuselage skin.



Sara is applying a mixture of epoxy and micro to fill the gaps between the windows and the inside of the fuselage skin. For the rear window, this mixture has already been covered with the carbon fiber strips and then with peel ply. The rest of the windows will be done shortly.

The next major job is installing the retractable step and the wing fairings. The retractable step fits on the outside of the fuselage but inside the wing fairings. A temporary mold is built on the outside of the fuselage to create a flat surface where the retractable step will be attached. The mold

is filled with epoxy, floc and micro, allowed to set up and then sanded smooth. Z brackets are installed between the landing gear box and the fuselage to reinforce the fuselage skin where the retractable step will mount. This requires a great deal of trial and error fitting in a rather tight space, so it takes a while. An access panel is cut in the wing fairing where it will cover the retractable step, and Sara makes the pieces for the access plate.

The wing fairings comprise three long strips of rather floppy fiberglass for each wing and they require some internal structure to give them rigidity. Installation of the wing fairing begins with the construction of a rib that is temporarily attached to the wing adjacent to the fuselage.



Above, Sara has cut the rib to shape and attached it to the wing with some small blocks of wood and super glue. Two more pieces, at the leading and trailing edges, are done similarly to this one between the spars.



The wings are bolted onto the fuselage and the wing fairings are fitted between the fuselage and the inner edge of the wing. The fairing rib, temporarily attached to the wing, holds the fairing in the correct position on the wing, while clecos are used to attach the fairings to the fuselage. Kerry, our technician, and Harvard check the fit of the lower fairing piece.

After checking the fit, the fairings are glued to the fuselage and to the fairing rib with epoxy and floc and allowed to "set" over the weekend.

*[To Be Continued...]*

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**Meeting Schedule (2006/2007)**

General (Wed.)	Fly Out (Sat.)	Board (Tue.)
<b>Feb 28</b>	Mar 3	Mar 6
<b>Mar 28</b>	Mar 31	Apr 3
<b>Apr 25</b>	Apr 28	May 1
<b>May 23</b>	May 26	Jun 5
<b>Jun 27</b>	Jun 30	Jul 3
<b>Jun 29,30, Jul 1 Golden West Fly-in, Marysville</b>		
<b>Jul 21, Picnic</b>	Jul 28	Aug 7
<b>Aug 22</b>	<b>Aug 25</b>	Sep 4
<b>Sep 26</b>	Sep 29	Oct 2

**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.

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We are on the Web!  
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