



Speaker April 25

Scot Stambaugh and **Bruce Seguire** will enliven our evening by demonstrating a variety of riveting operations for your aircraft. Rumor has it that there might even be a contest to see who can install the highest quality rivets the fastest. This meeting will be at **BRUCE SEGUINE'S HANGAR**.

Upcoming Topics

Dates and topics may will change!

May 23: Scot Stambaugh
Aircraft Wiring Basics

June 27: Scot Stambaugh/Harvard Holmes
Excerpts from Bob Nuckolls seminar

TBD: John LaNue

Building the Vickers Vimy

TBD: Whom do you know who could talk?
The Care and Feeding of Warbirds

Caution: Propaganda Follows

Do you enjoy flying? Do you look forward to enjoying it a lot less? Have you written your congressperson about the FAA's funding proposals? No? Shame on you! Sit down right now and write a letter to your congressperson. If you want to know more, need ideas about what to say, or need addresses for your congresspersons, see the EAA material at <http://www.eaa.org/govt/index.html> and the AOPA material at <http://www.aopa.org/whatsnew/newsitems/2007/070222congress.html>

Your newsletter editor would be delighted to hear and print your views on these issues.

Presidential perspective:

Preparations for the B-17

In less than 2 weeks the EAA's B-17, Aluminum Overcast, will be parked on the ramp at Buchanan field behind Sterling Aviation, our partner for this significant event.

I have calculated the staffing needs, which 393 agreed to provide to handle our part of the event. I will be bringing a sign-up sheet to the meeting with individual time slots and duties that are yet to be filled. I have heard from several people who have offered their services but so far I have commitments for less than one quarter of the shifts needed. We will be staffing the merchandise and ticket sales trailer as well as providing ground safety during arrival, loading/unloading and departure of the rides. Additionally we will be responsible for operating the ground tours and cockpit security during the ground tours.

The rides cycle every 45 minutes beginning at 9:30am. This means that we need to be up and running by 8:00am with people expected to begin showing up no later than 8:30am. I figure that we will need 4 people to run this part. 2 people in the sales trailer and 2 people assisting loading & unloading and ground handling.

The ground tours will commence when the last ride is completed, about 2:00pm. The ground tours are scheduled to run through 6:00pm. I figure that we will need 5 people to run this part -- 2 people in the sales trailer and 3 people to operate the aircraft tours.

When I say 1 person what I really mean is 10 person/hours. I don't expect anyone but myself and Linda to be there all day. I

have broken up the jobs into 1-hour increments each day, from Monday thru Thursday with the majority of the hours needed on Tuesday and Wednesday. You can sign up for as many hours or as few as you feel like. Or even do different jobs at different times of the day or days. According to my grid I have a total of 12 hours to fill on Monday, 44 hours on both Tuesday and Wednesday and 9 hours on Thursday, that's 109 hours total. I figure that most volunteers will opt for a 2-4 hour shift. The Monday and Thursday hours are for set up and tear down, and some assistance on the media flights on Monday.

We will provide shade, chairs and water.

Now for the fun part. EAA has provided 393 with the opportunity to send several lucky people on the B-17 flight to the next show site. It is our good fortune that the next stop on the tour happens to be in Truckee, which should make for a spectacular and long flight. The exact number of seats has yet to be determined but it's not many. This flight will be free (compared to the \$359-425 charged for the normal rides) and you will be eligible to purchase a "B-17 Flight Experience" Leather jacket that is not otherwise for sale. The plan is to make the seats available through a lottery drawing with each ticket worth one hour of volunteer duty. On Wednesday, after we close up shop, I'll collect all the tickets, put them in a jar and draw out the lucky few who will be offered the opportunity to make this flight along with the opportunity to purchase the jacket. So if you would like a shot at a free flight in this great flying example of aviation history, sign up for lots of hours.

We are still in the process of trying to arrange for rides back from Truckee but nothing is finalized yet. Ordinarily you would be responsible for finding your own way home. We should have some information on this as the time approaches.

If you have specific hours that you would like to work and don't want to risk waiting until the meeting, give me a call and I'll put your name down for the time of your choice

before all the slots start filling up. 925-283-3119 (Ken-home)

This is without a doubt the biggest activity our chapter has been involved with in the last few years and these opportunities don't come around all that often. So I suggest that you take advantage of this opportunity to see a piece of aviation history at your local airport. Even if you can't volunteer, come on out anyway and enjoy the event as a spectator. It's a great chance to hang out with your fellow EAAers and listen to those great round engines. I hope to see you there.

Fly Outs Revitalized by Scott Achelis

This month's Fly Out will be on **April 28**. We plan to join **Calaveras County (CPU)** for their Airport Day: Once again, those interested in going should reply to EAA.393.Flyouts@gmail.com and let us know if you are planning on joining us, or if you need / have a seat.

We'll plan on departing CCR about 10:30 or so, with a pre-flight meeting 30 minutes earlier at the Terminal Building.

Additional information on Calaveras Airport follows:

KCPU CTAF is 123.0, AWOS is 118.525. Today's fuel price is \$3.69 for 100LL; the fuel pump will be open. Both traffic patterns are on the EAST side of the airport along Highway 49. RIGHT traffic landing 31, LEFT traffic landing 13; TPA 2325'.
<http://www.co.calaveras.ca.us/departments/admin/airport.asp>

Hours for this event are 8am to 5pm, the airport will remain open all day and early arrivals and late departures are certainly acceptable. The IAC will have our aerobatic box adjacent to and WEST of the airport open so use caution when approaching from the WEST. The box basically extends the full length of the

runway and up to 4000'; and the box to be open late morning through late afternoon.

Parking will be available, look for aircraft marshallers that will assist you in finding a parking spot as you exit the runway.

Should be a fun flight, feel free to call me @ 925 935-7920 or 925 366-7920!

Young Eagle Events by Dick Sperling

Note the Young Eagle dates in the Cleco, and on the Web site.

Pat Peters is covering the first group on May 5th. A group of about 40 students, all home-schooled, ages 8 - 17, has been lined up. Pat is working to see if we can get any media support.

Dick has begun to get "credits" for young eagle flights last year. These credits are used to partially subsidize students at the EAA Aviation Academy programs at Oshkosh. Dick has received a letter requesting such support from a northern California high school student. His request is being evaluated.

Pat Peters has made inquiries for Young Eagles fuel donations. Concord Jet has jet fuel and may get AvGas in the future. In the past, PSA has helped us, and their site works well, with good control over access to the flight line. Fritz Henshaw noted that he works at Sterling and he could inquire about a fuel donation from them.

Brien Seeley recommended active noise reduction headsets for a better flight experience for the kids.

Tony Tiritilli suggested that we should limit the number of youngsters signed up so that they don't end up waiting around all day. Brien Seeley recommended a mandatory lunch break for the pilots to forestall fatigue.

Our New Membership Chairman is Bill McCoy. He plans to use his experience and connections to build our membership.

He hopes to elucidate compelling *reasons* to be an aviator and member of EAA 393.

He has connections that can help us to get the publicity that is essential to reach more of the public.

He is involved with the MTZ racecar and could possible arrange some tie-ins and programs with the Antioch Speedway.

EAA 393 General Meeting

March 28, 2007

Ken McKenzie welcomed two new members and asked for announcements.

Announcements

Harvard Holmes announced that the Fly Out on Saturday March 31 would be to Half Moon Bay and that in Scott's absence, he would be the coordinator.

Presentation

Brien Seeley from the CAFÉ Foundation was our speaker. He is a son-in-law of (deceased) member Lyle Powell. He has been the President of the Comparative Aircraft Flight Efficiency (CAFÉ) Foundation since 1981. He attended UC Berkeley before attending UCSF Med School to become an ophthalmologist.

The CAFÉ Foundation is the host for NASA's Personal Air Vehicle (PAV) challenge. Brien gave a fascinating slide show on the challenge that is being hosted. He reviewed a number of motivating issues:

- the current (declining) state of general aviation,
- the equipment available to CAFÉ for evaluating aircraft,
- the declining budget available to NASA to promote GA,

- how this leverages NASA funding,

He reviewed how the challenge is organized, including the individual events, how they are scored, and the prize money.

Their website is <http://cafefoundation.org/> with a lot more information about this event scheduled August 4-12, 2007 at Santa Rosa.

Questions:

What about Gyrocopters? A: They are a little too slow and short of range to be effective for a 400-mile journey.

Q: Who set up the rules? A: NASA approved the rules -- they wanted real performance, and so had stringent minimum requirements.

Q: What about motorgliders? A: They have negatives for overall size -- the wing span is limited to 44 feet to make the vehicles practical.

Q: What about the Moller Skycar? A: Paul is a talented individual, but the Skycar has been around so long, that there is a lot of cynicism about it.

Paul MacCready has a vehicle. It is very quiet, but not quite fast enough at 120 mph. It will be on exhibit.

Q: Carter Copter? A: They are working to get a new vehicle ready.

Q: With future electronic displays with HITS, will the FAA let people fly without IFR ratings? A: Brien asked Nick Sabatini, the head of the FAA: People know it's illegal. What about traffic in the clouds? With ADS-B, so all the traffic is known, maybe something can be worked out...

Brien recommended that people take a look at the \$3500 synthetic vision system from VistaNav. <http://www.mc.com/vistanav/>

A key project for the CAFÉ Foundation is a Runway in the sky facility, which uses synthetic vision to project a runway image, but about 5000' up in the sky. It would be used for landing evaluations with less risk than actual landings.

Q: What about heads-up displays? "Heads down" leads to collisions... A: At this time, only the military have units, they seem to be too expensive for GA use.

Break and Introductions

Ken McKenzie (Chapter president) hopes to "really" start working on his Glastar soon. It's now installed in his family room. He's got pieces of wings, tail and fuselage.

Scot Stambaugh (Chap. VP.) has an F1 Rocket and a twin Cessna.

Harvard Holmes has a Mooney to fly and a Lancair IV-P under construction.

Don Baldwin is working on a Sonex. He's fighting with radios and wiring. He's using an 80 HP VW based engine of 2180 cc. The plane can go up to 150 mph, but he will be limited to 135 mph to meet the LSA requirements.

Tony Tiritilli has a Cherokee 235 that is not getting flown much. His project is half of a BD-4 that he bought with a friend. Doug Knight is helping work on the BD-4. It had a fuel seepage problem that required cutting part of the top wing skin off. While they were in there, they added wing drains. The former owner removed the tail cone by drilling out the rivets and then re-riveting it to put it back. Bruce Seguire has helped him set up the tail cone with screws for disassembly, and part of the rear fuselage skin is now screwed on for easier access. It flies at 165 mph with the payload of a Cessna 172.

Bill McCoy is the local dealer for the Groen Brothers Sparrowhawk. He is working on resuming his own flying, hopefully by this summer.

Doug Borchert is a student pilot at 64 years of age.

Bruce Seguire has an experimental Swift that is now flying with a new cowl. Instrumentation with water manometers shows better numbers than the Lo Presti cowl. His cowl is now less than a 30 degree angle to the line of flight at any point. He changed from a 3-blade prop to a whirlwind to a scimitar and lost 20-30 mph with the prop changes. He has vibration sensors on the crankcase and finds that the 3-blade prop is smoother than the 2-blade props. He now has full gear doors that provide a smooth airfoil when closed.

Bob Belshe has a yellow Lancair 235/320 with 700 hours on it. Little work has been required this year. His last change was an electric prop (MT).

Bruce Milan has a (bright red) Questair Venture. He gained a few knots when he went from polished aluminum to paint. His only problem is that he is looking for some mechanism to hold the gear doors closed with magnetic actuators.

Fred Egli has a Lancair IV with 8 years and 600 hours on it. He's worn out the brake pads by braking hard.

Pete Wiebens has a Glasair III that's been in for a serious annual for about 3 years now! He's doing a complete rebuild. The gear doors now completely cover the wheels. He's changing the wing incidence up by 1 - 1.5 degrees to lower the nose a bit.

Charles Hester is looking for a plane to work on.

EAA 393 Board Meeting

April 3, 2007

Attending: Ken McKenzie, Scot Stambaugh, Louis Goodell, Harvard Holmes, Guy Jones, Bill McCoy, Dick Sperling.

We need posters for the B-17 Fly In. Harvard will print a couple in 8.5 x 11, and 11 x 17.

Treasurer's report: We have \$4248.46 total.

The treasurer's report sparked discussion about what the money was spent on: mostly newsletters, the Holiday Party, and the

Picnic. The Holiday Party is subsidized by up to \$300, and the picnic is supported by ~\$75 generally.

Dick Sperling discussed Young Eagles issues. He has a request for an EAA Air Academy support for Steven Moore, a Northern California high school student (sophomore). Dick talked to Steven's mom. We may award him the \$55 worth of YE "points" that we have. We may also look for interested students who live in our local area. Scot proposed that we consider up to \$400 to sponsor a local student, and solicit names from the members.

It was asked if the Collings B-17 visit (in early June) was a source of funds for this (or any other) purpose. No one has any contact with Collings yet on support/benefit from their B-17 visit.

The Cleco deadline is April 11. Content suggestions included material from EAA about the User Fee fight in Congress and how to reach your local congressperson. Other content will be B-17 information from Ken McKenzie.

Ideas for speakers were discussed.

Bill McCoy has volunteered to be our new membership coordinator. This appointment will be formalized as soon as arrangements are made with the current coordinator for the transition. Bill reviewed his talking points on this opportunity and will introduce himself, his methods and his goals in the next newsletter.

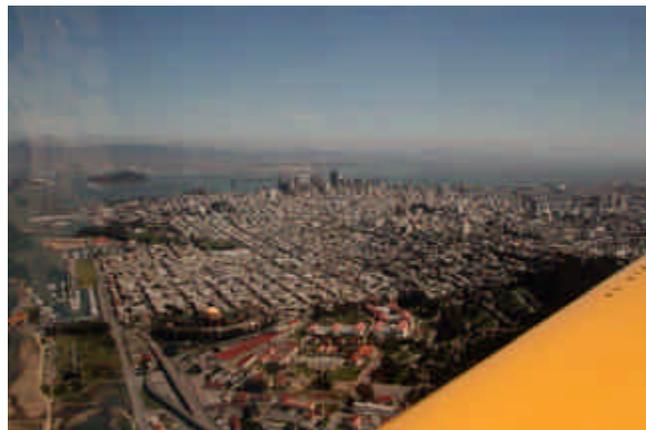
Ken is putting together a schedule for the EAA B-17 visit.

We reviewed what information we have on the Collings Foundation B-17 visit -- and it's not much yet.

EAA 393 Fly Out to Half Moon Bay

March 31, 2007

The weather finally cleared enough for us to make a trip to Half Moon Bay. There were 15 of us, not counting Tony Tiritilli and his wife, who turned back when they saw fog to the north of HAF. Pilots were Harvard Holmes (Mooney), Bob Belshe (Lancair 235), Fred Egli (Lancair IV), Bob Rudolph (Cherokee), Keith Martz (Cherokee), and Ron Robinson (Glasair I). We all had a delightful lunch at Barbara's Fishtrap in Princeton.



On the Radar Screen

Lancair Fly-In -- Northern California

Sunday, April 29, 11 AM - 2 PM,
Jackson Westover (Oscar 70)
RSVP: <http://mail.lancaironline.net/lists/lml/Message/41141.html?Language>

Flying Companions Seminar

The Santa Clara Valley Chapter of the 99s is hosting their annual Flying Companion Seminar for pilot companions who are uneasy as a passenger with a general aviation pilot. We hold an all-day event of seminars to better educate and alleviate the fears of these non-pilots.

Saturday May 5, 2007, 8:30am - 5:00pm
Terminal Building Conference Room
Reid-Hillview Airport, San Jose
\$60 Donation in advance
Email: FCS@SCV99s.org
Phone: Candice @ (510) 673-4505
<http://www.santaclaravalley99s.org/companions>

Candice Nance, Vice Chair, SC Valley 99s

Central Sierra Helicopter Meet

Friday - Sunday, May 4-6, 2007
Groveland, CA. <http://www.cshelimeet.com/>

Zenith Builders Regional Fly In

Saturday, May 5, 2007, Cloverdale
All EAA members are welcome.
http://www.qualitysportplanes.com/qsp-2006_067.htm BBQ & fish fry.

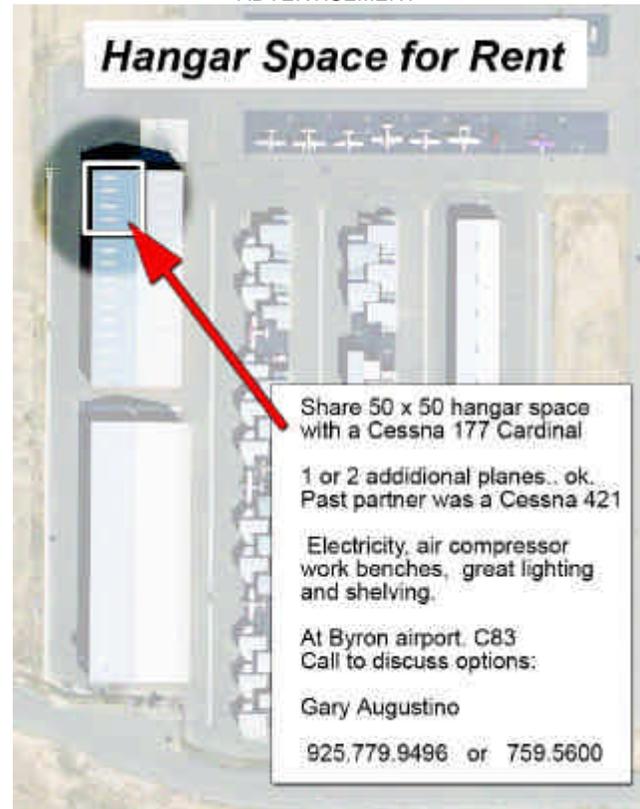
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Meeting Schedule (2007)

General (Wed.)	Fly Out (Sat.)	Board (Tue.)
Apr 25	<i>Apr 28</i>	<i>May 1</i>
May 1, 2 B-17 at CCR (Sterling Aviation)		
May 5, Young Eagles (Pat Peters)		
May 23	<i>May 26</i>	<i>Jun 5</i>
Jun 9, Young Eagles (Dick Sperling)		
Jun 27	<i>Jun 30</i>	<i>Jul 3</i>
Jun 29,30,Jul 1 Golden West Fly-in, Marysville		
Jul 21, Picnic	<i>Jul 28</i>	<i>Aug 7</i>
Jul 23-29, AirVenture at Oshkosh		
Aug 22	<i>Aug 25</i>	<i>Sep 4</i>
Aug 25, Young Eagles (Dick Sperling) & Fly Out		
Sep 26, Nominations	<i>Sep 29</i>	<i>Oct 2</i>
Oct 6, Young Eagles (Dick Sperling)		

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 4th Wednesday of the month (except July, November and December) at the old terminal building on John Glenn Drive just south of the tower.

Chapter 393 Fly-Outs are open to chapter members and their guests. Email EAA.393.flyouts@gmail.com (preferred) or meet at the Buchanan Field terminal building at 10am, 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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