



March 26

Sarah Ratzesberger will be our March speaker. She is on the staff of the Gulf of the Farallones National Marine Sanctuary, and will outline our role, as aircraft pilots, in the **Seabird Colony Protection Program**.
<http://farallones.noaa.gov/seabirds.html>

Nesting seabird populations are significant living resources of Gulf of the Farallones National Marine Sanctuary (GFNMS) and its surrounding waters, with the Farallon Islands supporting one of the largest concentrations of breeding seabirds in the contiguous United States.

Seabird species, particularly those species that nest and roost on cliffs or offshore rocks, are highly susceptible to human disturbances. When human disturbance events occur near seabird colonies, the birds vacate their nests, leaving their eggs and chicks unprotected from predators and adverse weather conditions.

The potential to harm or disturb breeding seabirds can come from various sources such as a number of popular coastal activities including kayaking, boating and coastal hiking; flying planes and helicopters; water-based ecotourism such as diving or surfing; and fishing operations.

Upcoming Speakers/Topics

Dates and topics may will change!

June 25: Mike Busch
Aircraft Maintenance

Presidential perspective:

Change is coming to 393:

Based on discussions with the membership at the last meeting, the board discussed and was shown MDPA's (Mount Diablo Pilots Assn.) new clubhouse facility. We made a commitment to join with them on an informal basis to jointly use these facilities. There will be a large meeting room similar to what we use for the annual Xmas party that includes an adjoining kitchen facility. We will have our own lockable closet for storage of club equipment as well as a key to the facility. The meeting room will be able to accommodate more seating than the space we currently use in the terminal building. In addition to the guaranteed use of the room for our monthly meetings we will be able to use it for our monthly board meetings and Xmas party as well. We will get all this for \$600/year or \$50/month. This was discussed at the last meeting and considered to be a reasonable deal and I will be calling for a vote of approval at this upcoming meeting.

I will also be requesting approval for money for the purchase of additional safety vests to be used during the Young Eagle and B-17 activities. The additional vests will cost about \$160 and bring the total number to 20. I want to have the chapter name embroidered on both our new vests and the previously purchased vests. This will cost approx. an additional \$300 or \$15/vest. Even though this will almost double the cost of the vests I think that this is both a necessary expense and a reasonable price. Before voting on this issue I will ask for discussion on the matter.

As long as we are spending money, I have been asked by Bill Reining to get approval for the club to purchase a video projector so we don't have to keep borrowing one every time we have a speaker who wants to show a Power Point presentation or show a DVD. Last year Scot purchased one that he initially wanted the chapter to reimburse him for but he got so attached to it that he kept it. So we are still in need of our own. To address this need I'm asking for approval to spend up to \$1000 on one. That having been said, it is also possible that we might not need one after all. The MDPA folks are talking about installing a ceiling mounted projector with an audio system that we could use in the new facility.

On another topic, we will be having our first dinner meeting this month. Please join us for dinner and some hangar flying beginning around 6:30 in the terminal bldg. The menu this month is hot dogs with all the fixins, a vegi main course for those eating healthy, chili, baked beans, green salad, potato salad, cold soft drinks and water. We are asking for a \$5 donation to cover the food costs. So don't bother stopping for a fast food dinner before the meeting. Come and join us for some good old fashioned socializing.

And now for some news. Today I received my Eggenfellner E4, 160 Hp airplane engine. If I can manage to get it on its temporary engine mount I might just have it available to look at before this meeting. I could actually have it running in April and then I will definitely show it off at the next meeting. In the mean time I have to find a place to put it so I can get my car back into the garage.

Fly Outs Revitalized by Scott Achelis

Fly-outs are usually scheduled on the Saturday following our regular monthly meeting. If the weather's not conducive for flying, the event is often postponed to the following Saturday. Watch for information regarding the Fly-outs that is sent via email from EAA.393.Flyouts@Gmail.com; and be sure to contact that web address and give us your email if you haven't been receiving Fly-out information.

EAA 393 General Meeting Report

February 27, 2008

President Ken McKenzie opened the meeting with a welcome for members and guests.

Announcements:

Members were reminded to pay their dues.

Dick Sperling reported on Young Eagle plans. He noted a changing atmosphere in the Control Tower – they want to participate. YE events can now consider including tower tours – a big change. Reserve these dates for YE flights: April 19, June 21, September 13 and October 18.

On a recent trip he visited Vero Beach, FL, where Chap. 99 has their own hangar. They have YE flights the last Saturday of every month. Once a year they have an open house, with 300 to 400 attendees.

Bill McCoy, our membership chairman, announced that we will have our membership picnic in April.

Bill also will be going to Salt Lake City with a trailer to bring back his SparrowHawk (gyroplane).

Charley Daly, the CEO of the Pleasant Hill Chamber of Commerce attended to present our president, Ken McKenzie with a

plaque recognizing the Chapter's membership, and to thank us for joining.

Harvard Holmes, standing in for our Fly-Out coordinator, Scott Achelis, solicited fly out ideas for the upcoming weekend. [We went to Watsonville. – ed.]

Visitor introductions included Bill Ludwig at Buchanan, who has long offered Weighing and Balance services for aircraft; and Chuck Hill, a new EAA National member who is finishing up his PPL and is buying a Tecnam Bravo.

Presentation:

Our VP, Bill Reining, introduced our speaker, **Max Trescott**, who had just been awarded the National Flight Instructor of the Year title. Max has written the definitive Garmin G-1000 guide, as well as other guides, and still has time to do real flight instruction.

Max is enjoying his recent recognition and is looking forward to the free trip to Oshkosh that is included. He recommends Oshkosh to all pilots.

Max began with an aside from his announced topic – the challenge of getting more pilots. We need to reverse the declining number of pilots. One issue is that 50% of pilots drop out of training before getting their license. We need mentors for pilots in training, like the AOPA program; pilots in training are 3x more likely to finish with mentoring. When we fly Young Eagles, we need to follow up and maintain contact with them.

There is a CFI shortage. The airlines have lowered hiring minimums down to 500 hours, in some cases 300 hours. This is sucking up CFIs before they have time to do much instructing. Cessna surveyed the Cessna Pilots Centers and found that they were short around 1000 CFIs. So become a CFI! <http://www.nafinet.org/>

For his main presentation on **Night Flying**, Max reminded us of our childhood memories of night time monsters under the bed or in the closet. "Kids have it right," says Max. There is a myth around flying circles that "the plane is the same." But the human factors are vastly different. Dark nights are the most dangerous. Gene Whit [longtime CCR flying instructor] required at least ¼ moon at night.

Our senses lie to us, but knowing that is not sufficient. Despite knowing that they lie, we cannot overcome them. Instrument proficiency does help.

Night flying can be done, but safe night flight requires: more careful planning, greater willingness to turn around, and an understanding of night time visual illusions. Night flight has a much higher accident rate. Night flight has its advantages, though. The lights can be beautiful, the cool air gives better performance, turbulence is less, and other aircraft are easier to spot.

Aspects of flight that are more difficult at night include: the preflight, finding the cockpit switches, taxiing, reading maps, spotting terrain and obstacles, dealing with poor cockpit lighting, navigating, finding fuel and other services, dealing with fatigue and circadian rhythms, increased likelihood of spatial disorientation, increased likelihood of VFR into IMC (10x more likely), greater difficulties handling emergencies, and difficulties with senses that lie to us.

As mentioned, the accident record is worse. Personal night flying is about 5% of all flying, but 21% of accidents occur at night. Even car accidents are more fatal at night. In the San Francisco Bay Area, there is fog at night. In the Bay Area, 44% of the fatal accidents occur at night. If you remove the experimental aircraft (no accidents), then 54% of accidents occur at night (compared with 21% nationally). Day accidents are 15% fatal, night accidents are 30% fatal.

For IFR, 66% of IFR accidents are at night, and 50% of IFR accidents are fatal. At night, non precision approaches are 5 times more likely to have an accident than precision approaches. Most night accidents occur during dark nights. VFR into IMC is 10 times more likely at night. 50% of these accidents occur at night, and 50% of these accidents are fatal.

When teaching night flying, the emphasis is on “legal vs. safe’ and currency vs. proficiency. The requirements to fly at night in the US are a PPL with 3 hours night flight, a cross country, and 10 landings and takeoffs. In Canada, 10 hours of flight are required for a night rating.

“Civil Twilight” is when the sun is 6 degrees below the horizon. This is generally about 30 minutes after sunset.

Max recommends a “headlamp” from Costco for about \$20, which can be dimmed.

In teaching night flight, Max highlights the higher accident rate, he uses scenario training, and he covers approach illusions, including the “black hole” approach. He recommends the PAVE checklist: Pilot condition, Aircraft condition, enVironmental conditions, and External pressures. He recommends that you set personal minimums at home.

Your planning should include routing over airports, observing MEF and OROCA altitudes, and briefing passengers (e.g., no flash photography). On the ground beware of spinning props, they are impossible to see. If you fly over a ridgeline, make sure the lights beyond the ridge do not disappear as you approach the ridge. Most night VFR accidents occur during the approach to landing. Make sure to align yourself with the runway lights. In an electrical emergency, shed enough electrical loads to conserve enough power to ensure you can still use your radio to activate the runway lights upon reaching your destination.

Common VFR into IMC accident locations in the Bay Area are in the Livermore valley.

Resources for night flight include <http://www.aopa.org/asf/publications/sa17.pdf> (spatial disorientation) and <http://www.whittsflying.com/>

Key “takeaways” are that dark (moonless) nights are more dangerous and that there is a clear danger of CFIT.

Q: Cell phone use?

A: It’s not legal in the air – FCC rule. Use your best judgment in an emergency.

Max has an upcoming **meeting with Ellen Tauscher** and asked for our concerns. Members felt the airport was not promoting small GA; but instead were promoting light jets and evicting people to make room for them; this was contrary to the community feedback at the airport planning meetings held over the last two years.

BREAK

Discussion of MDPA Sublease

We propose to sublease space from MDPA in the old Budget Rent-A-Car building (the original terminal building). See the various President’s Perspectives for details. We have the money to do this for a while without raising dues. It would start at \$600/ year.

Q: Will the current building go away? A: Keith Freitas (airport admin.) says no; Mike Bruno (Sterling) says yes.

Discussion of a pot luck dinner before meetings. This would be from 6:30 to 7:30 or so. Folks were generally in favor of this. We would have a donation jar. Costs of providing the food are expected to be around \$5 to \$7 per person. The discussion favored doing this every meeting if the experiment proves successful.

A dues increase may be necessary to support our better quarters with MDPA and

perhaps defray some of the food costs. Other funding ideas might be to revive the monthly raffle.

EAA 393 Board Meeting Report

February 5, 2008

Attending: Ken McKenzie, Bill Reining, Pete Mitchell, Harvard Holmes, Dick Sperling, Scott Achelis, Peter Degl'Innocenti, Rich Cunningham, Rick Bourgeois, Rob Hadley, Richard Roberts, Pat Miller (from MDPA).

1. Louis Goodell, Treasurer, reported via email \$1700.18 in checking and \$2648.71 in savings. He reports that we took in \$400.00 at last meeting (Feb. 27) which was for dues.

2. New member Rich Cunningham suggested that he would like to support the Chapter. In "real life" he's the Public Works Manager of the city of Albany. He would like to help with government affairs as they impact flying. He feels that land use and other issues will squeeze GA and that his experience and professional acquaintances would be effective on these issues. Attendees suggested several resources, including the California Pilots Association, Dave Evans (AOPA Airport Support Network), and Earl Lawrence at EAA. Scott Achelis noted that he has been the Chapter Representative to the county for the last 10 years, and still gets called occasionally. The Board members agreed that Rich be designated the Government Affairs Coordinator for the Chapter.

3. Bill Reining noted that our speaker for March 26 is Sarah Ratzesberger, who will brief us on seabird colonies in the Bay Area.

For subsequent speakers, Ken suggested we look for a "builder" oriented talk. Another possibility was John Toth, an AME. Other AMEs were noted. Mike Busch was mentioned as a speaker and the group agreed that he would be great. He gives maintenance talks professionally. There was discussion of how much we could pay

him. Dave Morss was suggested as a speaker – he's a DAR, a first flight pilot and Reno Racer. John Harmon of Harmon Rocket would be another great speaker. John lives in Bakersfield. Rob Hadley noted that his boss is a good friend of John Harmon. John LaNue could talk about building the Vickers Vimy; Scot Stambaugh is the contact here. Scot had John LaNue willing to speak, but schedules never worked out.

Bill Reining requested that the Board consider purchasing a video projector for our speakers. This would cost not more than \$1000.

4. Dick Sperling reviewed Young Eagle events. Our next event is April 19. We will assemble in the terminal building, do a briefing, keeping people away from the flight line, and then escort them out for their flights. Pat Peters questioned the move to Sterling for YE flights, as we would likely lose the fuel subsidy from PSA. Dick will follow up on the fuel issues with Sterling (Larry Rohrbacher).

Dick also noted that the Concord Tower staff would like to be involved in the Young Eagle program. This could also extend to the Boy Scouts. Tower tours might again be possible. We might also invite a monthly speaker from the Tower staff.

Dick reported on a visit to the Vero Beach EAA Chapter. The Chapter has an Aviation Day every year with lots of airplanes of different kinds. They charge admission of \$4 to \$6. It was discussed that Concord's Airport Administration wanted a large up front fee from us before they would sanction an event at the airport.

Dick asked if our YE pilots would donate their YE "points" to the Napa Chapter. They have a candidate for the school at Oshkosh.

5. Pat Miller, the president of MDPA attended. MDPA is now required to vacate the old west side building by March 16. They hope to be in the old original terminal building by the end of March.

6. Volunteers were solicited to bring food for our first dinner meeting on March 26. The food should be appropriate to indoor preparation and distribution given the unpredictability of March weather. SOME of the volunteered items are: hot dogs and condiments, chili, potato salad, green salad, chicken apple sausage, beans, a vegetarian casserole, and a meat and macaroni dish. We are aiming to feed 30 people. A \$5 donation seems about right. From the assortment, people should be able to get 2-3 items for dinner. The Chapter will provide plates, forks, napkins, trash bags and water to drink. We will invite our speaker to join us for dinner.

7. Pat Miller, MDPA President took us on a tour of the new MDPA quarters. There will be some moving of walls to make the new space. The new meeting area is at least as big as where we now meet. It will serve well as a Young Eagle staging area. MDPA is looking for a refrigerator donation for this area – one that is efficient.

Informal Fly Out to Auburn

February 27, 2008

Ken Wiley took Harvard in his Glastar; Ron Robinson took Bill Reining in his Glasair I; Bob Rudolph and his wife came in their Cherokee; Phil Jenkins brought Bob Sinclair; and Bob Belshe brought a friend.



Fly Out to Watsonville

March 1, 2008

Fred and Vi Egli flew down in their Lancair IV, taking Harvard Holmes and Tom Howard with them. Bob Belshe also went in his Lancair, taking Dick Sperling with him. Ken and Akiko Wiley went down in their Glastar.



Fred and Vi Egli's Lancair IV.



Bob Belshe's Lancair 235/320



Ken and Akiko Wiley's Glastar



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 Chapter 393 of Concord, CA**

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Meeting Schedule (2008)

General (Wed.)	Fly Out (Sat.)	Board (Tue.)
Mar 26	Mar 29	Apr 1
Apr 19, Young Eagle Flights		
Apr 23	Apr 26	May 6
Apr 28–May 1, B-17 (flights/tours Tues & Wed)		
May 28	May 31	Jun 3
Jun 6-8, Golden West EAA Fly In & Airshow		
Jun 21, Young Eagle Flights		
Jun 25	Jun 28	Jul 1
Jul 9-13, Arlington Fly In		
Jul 19, Picnic	Jul 26	Aug 5
Jul 28–Aug 3, AirVenture Oshkosh Fly In		
Aug 27	Aug 30	Sep 2
Sep 24	Sep 27	Oct 7

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 7:30PM 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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