

Hungry?
Join us for Dinner at 6:30
before the next meeting.
(\$5 donation requested)

May 28 Speaker

Burt Newmark is a veteran Army Air Corps P-47/P-51 pilot. His May 28 presentation will describe his experiences as a fighter pilot based in England during World War II. Burt was shot down and captured by the Germans – he will also describe his experience as a prisoner of war. Don't miss this chance to hear a piece of history told by one of its participants!

New Meeting Place
We will be meeting in the Original Terminal Building (most recently Budget Rent-a-Car).
We'll also be giving away Aircraft Spruce Catalogs– a must have!

Upcoming Speakers/Topics

Dates and topics may will change!

- June 25: Mike Busch
Aircraft Maintenance
- July 19: Annual Picnic
- August 27: Ken McKenzie & Bill Reining
The AirVenture Scene

Who can help with the Chapter's tax/income/501(c)3 issues? The Board is seeking advice.

Presidential perspective:

B-17 Less than a success

What a difference a year makes. The EAA B-17 visit to Buchanan this year was something of a disappointment on many levels.

Financially it was terrible. We only sold 14 seats this year compared to 43 last year. The weather was less than perfect. Wind was the problem.

We had less than 1/3 of the volunteers this year, as compared to last year. There were times that we couldn't meet our minimum staffing levels. If it hadn't been for the help of the local CAP squadron, we would have been in serious trouble. As it was, with their help we managed to meet minimum staffing levels for both days.

Our publicity campaign failed. Mostly this was due to the lack of cooperation and coverage of the Contra Costa Times. Last year we had several feature articles as well as flying a reporter and photographer. This year they declined to cover us. The paper hinted at some problem with the airport manager's office, and I believe did not cover our event as a result. Talk about guilt by association.

When it came time to give away the 6 seats we were given for the flight to Napa, I couldn't find more than 4 people that even wanted to go. So 2 seats went empty. This, more than anything else, says to me that 393 doesn't want to participate in this event anymore. As a result of these factors I don't see the B-17 returning next year. I'm certainly not willing to put in the kind of effort I have done for the last 2 years for these results.

393 helps EAA at the Maker Faire

On May 3rd & 4th several 393 members, along with members from chapter 20, 338 and 62, promoted the building of airplanes to the general public. Over the 2 days an estimated 60,000 people from all over the West paid \$25 each to see the unusual and amazing things that their fellow builders had brought.

In our building there were displays from the Hiller museum (a BD-5 turbo prop), a group that uses kites for aerial photography, a flight simulator that uses hydraulic principles to illustrate the flight dynamics of potential vs. kinetic energy, a group that wants to bring the Internet to the moon and the EAA.

For our part we had on display a flying Kitfox, a MiniMax ultralight kit (wood), my GlaStar fuselage and wing (in the jig), and Charles Hester & Bill McCoy's SparrowHawk gyrocopter on its trailer as seen at last month's meeting. We had a hands-on riveting workshop for any patrons who wished to try their hand at actual aircraft assembly techniques. We also had a video projector running the Oshkosh DVD continuously during both days. Golden West also had an informational table promoting the Fly-In.

EAA considered the effort to be a success. We signed up 12 new members and talked to many thousands of potential members. We handed out several hundred flyers describing the EAA and giving local Bay Area chapter contacts.

We were joined by David Hipschman, the editor of the EAA magazines, Alan Westby, the EAA museum director and one of the EAA board members who is local.

I want to offer my thanks to the 393 members who volunteered their time and strong backs to make the event the success it was. Bill McCoy, Charles Hester, Linda McKenzie, Harvard Holmes and Rick Bourgeois all were involved with setting-up, manning and taking-down the display and it couldn't have been the success it was without their help. Thanks for making the

EAA look like the great organization we all know it can be.



393 has a new meeting site

We have been given the keys to our new meeting place. Work has been completed on the old terminal building. The MDPA facility, which we are now part of, is ready

for us to move our meetings to. Our next meeting will be in the new facility.

For those of you unfamiliar with the old terminal building, it is between the new terminal where we have been meeting for the last 15 or so years and Sterling Aviation. The entrance is on the grass side of the building.

We now have access to the new kitchen facility for the first time, which should make the dinner preparation somewhat simpler. Not to mention having all the tables and chairs on site, rather than having to import them. Thanks again to the MDPA for giving us this timely opportunity.

So come and help kick off the return of 393 to the old terminal building by joining us for dinner beginning at 6:30pm, free Aircraft Spruce catalogs as long as they last and some great WWII stories from our speaker.

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.

Membership matters by Bill McCoy

These few months are fast and furious as Chapter 393 participates in several exciting events. With the B-17 event, the Maker Faire show, and the Golden West Fly-In, our plate is pretty full. In light of all this, the membership BBQ has been set for the June meeting. Mark your calendar for this event.

As always, remember that each of these events is an opportunity for our members to enjoy the activity and share that enjoyment with the surrounding community.

Dave Cunningham dies in Floatplane

Accident from The Associated Press

04/21/2008 08:50:32 AM PDT

SONORA, Calif.—A Bay Area man has been identified as one of two men killed in a plane crash in the Sierra Nevada over the weekend.

Tuolumne County authorities say 56-year-old L. Dave Cunningham of Walnut Creek and 38-year-old Edmond Thomas "Ned" Snyder of Elk Grove were killed when their private plane crashed in the Cherry Creek Canyon area Friday evening.

Authorities say the bodies of the two men were removed from the aircraft Saturday.

Cherry Creek Canyon is a heavily wooded area about 25 miles east of Sonora.

ADG Cancels Buchanan Development

according to a May 16, 2008 announcement from Keith Freitas, the Director of Airports at Buchanan Field.

On the Radar Screen

Golden West Regional Fly-In Announces 2008 Theme "Flying Together"

Marysville, California (March 26, 2008) Golden West Regional Fly-In & Airshow announced today that "Flying Together" is the theme for the 2008 event that will be held on June 6, 7 & 8 at Yuba County Airport (MYV). "Flying Together" is about aviation enthusiasts from all over the West gathering to celebrate their shared love of flight and sharing this with the public. Over 1,000 aircraft, from single seat ultralights to the latest military jets, will flock to Yuba County for this aviation convention, which is open to the public.

<http://www.goldenwestflyin.org/>

Vertical Power exhibits at Golden West

Marc Ausman writes

I'll be out with the RV-7 in early June to exhibit at Golden West fly-In in Marysville. If

you know anyone who wants a demo flight or see the system in the plane, I'd be glad to oblige.

NASA Sponsors Centennial Challenge

You Could Win \$300,000 in the 2nd NASA Funded Centennial Challenge in early August 2008. There is still time to Enter!

The prizes are:
The Community Noise Prize (\$150,000)
The Green Prize (\$50,000) (MPG)
The Aviation Safety Prize (\$50,000)
The CAFE 400 Prize (\$25,000)
The Quietest LSA Prize (\$10,000)

Contact the CAFE Foundation for more information: <http://cafe.foundation.org/>

CAFE FOUNDATION NASA

Notice to Members by Harvard Holmes, Newsletter Editor, April 21, 2008

Dear Chapter 393 Members,

In the last Cleco (April 2008), President Ken McKenzie expressed his opinion about a recently passed motion that the Chapter begin each meeting with the Pledge of Allegiance. Since that issue was published, I have heard conversations and received emails expressing opinions on both sides of the issue. Clearly, strong feelings are involved. I have also wrestled with my own feelings about how to proceed. From my perspective as Editor of the Cleco, my concern is the proper balance between free speech on an issue of clear concern to the members and my desire to stick to issues directly related to building and enjoying aircraft. I have therefore decided to publish a single article with the opposite opinion from Ken McKenzie's last President's Perspective and I will ask at the next meeting for someone to volunteer to compose that article with input from all who wish to express their opinion. I have added a page to the web site for opinions on this issue. Members may send their opinions to me and I will put them on this web page. After this article, I intend to severely limit Cleco reports on this issue – e.g. “so-and-so

expressed their opinion on the Pledge of Allegiance” or entirely omit the fact that discussion occurred on this issue. I also do not intend to announce new additions to the web page set aside for this discussion. Members will have to use their own initiative to view the web page if they wish to keep up with postings. To make it perfectly clear where this policy came from, be advised that I made it up, and consulted no one else before writing it up. Members are reminded that there are procedures for removing the Newsletter Editor if need be. The By Laws are posted on the web.

Now, where are those hot letters to the editor on running lean of peak, on soldering vs. crimping your wiring, on the stability of solid state gyros, on electronic ignitions, on the future of aviation fuels, on composite vs. aluminum construction, on the most efficient cooling design, and so forth? Members have demonstrated their ability to write – now put it to work writing about building and operating your aircraft!

Harvard Holmes, Chapter 393 Newsletter Editor and Webmaster

Bob Rudolph graciously responded to my request for an article with an opinion opposite to Ken McKenzie's.

Why EAA Chapter 393 should open its meetings with the Pledge of Allegiance.

Separating the freedoms we share as airmen, or airpersons to be more politically correct, from the United States of America is an impossible task. Our skies are the freest in the world. That's why aspiring pilots from other countries flock to the United States to learn to fly. In our local area there are academies for Japan Air Lines, Korean Air Lines, and the Sierra Academy at the Oakland airport maintains itself by training foreign pilots. One NATO country even sends all of its fighter pilots to Texas to train. Even with the restrictions of post 911, we have the freest skies of any nation on earth.

We enjoy the freedom to soar the skies at our own risk. There are a few rules one must follow and a bureaucracy, with the itinerant troubles that bureaucratic organizations engender. Nonetheless, when we want to go somewhere in a private airplane, we don't have to ask the permission of any government. We have unprecedented freedom to fly. That alone should make stating our allegiance to our country and its symbol, Old Glory - our flag, easy and enjoyable.

Should we recite The Pledge of Allegiance? Could our freedoms be practiced in other nations? Would you be stopped by your Race, Creed or National Origin? The wider freedoms we enjoy as American are different from those shared by almost all other countries. These freedoms alone would make citizens of most nations say a pledge of allegiance to almost anything. It is right to pledge allegiance to the flag our fathers fought for, your grandfather fought for and a number of current Chapter 393 members fought for. We should always honor them and our symbol of freedom.

With the exception of exercising our freedoms, Chapter 393 is not a political group. There is nothing political about the Pledge of Allegiance. And if someone doesn't like the Administration du jour, or God or America, let them exercise their freedom publicly and choose to not participate. No harm done in a truly free country. Leave your politics at the door but not your patriotism.

It's amazing the difference 12 minutes can make. 12 minutes flight time from Buchanan field finds Rio Vista Airport. It's interesting to see Old Glory flying over their terminal building, above the California State flag, oh and above the POW/MIA Flag. We might take a lesson from the Rio Vista City Government.

So, for our freedom to the open skies, our freedom to live with our restrictions, and because most of us choose to honor the symbol of our freedom, we should start our

meeting by saying the Pledge of Allegiance to the American Flag.

Bob Rudolph

EAA Chapter 393 Young Eagles Report

April 19, 2008

WOW !

The weather was great on Saturday and we accomplished another EAA Young Eagles objective. The final tally was 22 Young Eagles having a special flight experience.

Saturday pilots were: Harvard Holmes, Bill Reining, Richard Roberts and Steve Snider. Our ground crew included: Rick Bourgeois, Pat Peters, Guy Jones, Peter Mitchell, Tom Howard and Tony Tiritilli. Registration crew: Marilyn Sperling and Sara Holmes.

Many, many thanks to all that made this day happen safely and efficiently!

Our next Young Eagles Rally is scheduled for Saturday 21 June 2008. Please mark your calendar now for June 21st.

Thanks again for your support of this program.

Best wishes, Dick Sperling
EAA CH 393, Young Eagles Coordinator

EAA 393 General Meeting Report

April 23, 2008

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

Business:

Members were reminded that dues will increase to \$30 per year after this meeting.

President Ken McKenzie asked for volunteers for the B-17 visit and outlined 3 general types of jobs.

Ken announced our participation in the Maker Faire in San Mateo. We were asked by the editor of Sport Aviation (David Hipschman) to participate. Ken has

engaged several other chapters to participate and he will have 5 aircraft there in various stages of assembly. The Faire expects 60,000 people to attend over the two days.

Presentation:

Ken introduced John Gibson, President of the Golden West Fly-In. John's presentation was on "Opening the Gates to Aviation." <http://www.goldenwestflyin.org/>

John noted that personal aviation is under siege. The pilot population is declining due to costs, safety, the time commitment required and the fact that we are invisible – airports have fences and aircraft are hidden in hangars.

He noted multiple opportunities to participate in aviation fly-in's. He recommends AirVenture as the world's greatest.

The Yuba County Airport, near Marysville, is an excellent site for the Golden West Fly-In. It has plenty of room, friendly local government, and a friendly airport and tenants. It has substantial EAA Chapter support. Camping facilities are being ramped up, with 100 spaces this year, 20 with power.

There will be a Kid Quest area for kids, from tots to Young Eagles. Friday is Kids Day.

About 1000 aircraft fly in over the 3 days of the event. Arlington is bigger than this. Golden West wants to focus on pilots first – it will have over 90 forums. The Reno racers will also be there.

There is an air show all three days. Most performers fly for free, with assistance with transportation and lodging. Warbirds also need help with fuel costs and they are looking for sponsors.

The Golden West Fly-In is the largest tourist event in Marysville.

The meeting was adjourned at the end of the presentation.

EAA 393 Board Meeting Report

May 6, 2008

Attending: Ken McKenzie, Bill Reining, Harvard Holmes, Pete Mitchell, Louis Goodell, Dick Sperling, Bill McCoy, and Guy Jones.

1. Louis Goodell, Treasurer, reported \$1,833.16 in checking and \$2,649.30 in savings. He noted that we will be moving our Post Office Box, as the current building is being torn down. Louis also noted that we received a 1099 form for our B-17 income last year and he would like advice on how to deal with it.

2. Bill Reining reviewed speaker plans. In June, with Mike Bush as our speaker, we should get fliers out to lounges and other areas where pilots congregate.

3. Dinner planning: Last time there were 18 to 21 people at dinner, but only \$75 in the kitty. For the next dinner, Ken would like to continue with most of the same volunteers and bring in a few new people. Harvard will bring salad again; Ken will bring the hot dogs; Rob Hadley will be asked to bring a vegetarian dish again; Ken could also do chili or an equivalent dish. We still have plenty of paper supplies. Bill McCoy will be asked to be in charge of the beer, if any. Ken has the hot dog cooker until next time. Then it will probably live in the kitchen in the new quarters.

4. Dick Sperling reported on our YE day. He will get a letter of appreciation out to PSA for their fuel donation. Planning is under way for our June 21 YE day. One Boy Scout troop is expected so far.

5. Bill McCoy, our Membership Chairman noted that June 25 is set for our membership drive meeting. He will get the local Chambers of Commerce involved. In September, we will host the Chambers of Commerce.

6. The Cleco deadline is May 14th.

7. We need a volunteer to take over the before-meeting dinner planning. Speak up if you can volunteer for this! For this month, Harvard Holmes, Bill Reining, Ken McKenzie, and Bill McCoy are signed up for food so far.

8. Additional notes on the B-17 event: Airport support for the actual event was good. "KC" at the airport was very helpful. He got stanchions and rope for us and helped with other operations.

Fly Out to Calaveras Co. Airport Day
April 26, 2008

The weather was beautiful for the Calaveras County airport day. Ken Wiley and his wife flew over in their Glstar for the pancake breakfast, Bill Black flew over in his Rocket, and Harvard Holmes brought Nat Kingsley and Tom Howard over in his Mooney. There were aerobatic demonstrations, model aircraft, light sport aircraft, classic cars and other attractions to enjoy.



Thanks to our Donors and Sponsors

Alpine
Pastry & Cakes



2693 Clayton Road, Concord Ca. 94519
925 689 7220 or 676 5800
www.alpinepastry.com

MTZ Auto Repair

ASE Certified Warranty Technicians

Family Owned and Operated
889 Howe Rd.
Martinez, CA 94533

Lifetime Oil Change \$149.95 \$119.95 (EAA 393)
Never Pay For Another Oil Change
For As Long As You Own Your Car

COMPLETE AUTOMOTIVE
SERVICE AND REPAIR

mtzautorepair@sbcglobal.net **925-228-9672**

The Experimental Aircraft Association
Chapter 393 of Concord, CA

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

<http://www.eaa393.org/> Email: nle@eaa393.org

Officers/Appointees for 2008-2009

- | | |
|---------------------|---|
| President: | Ken McKenzie |
| | pres@eaa393.org 925 283 3119 |
| Vice President: | Bill Reining |
| | veep@eaa393.org 510 479 7260 |
| Secretary | Pete Mitchell |
| | secty@eaa393.org 925 685 3700 |
| Treasurer | Louis Goodell |
| | treas@eaa393.org 925 682 4198 |
| Newsletter Ed. | Harvard Holmes |
| | nle@eaa393.org 510 526 5347 |
| Tech. Counselor | Rick Lambert |
| | tc@eaa393.org 925 323 0041 |
| Young Eagles | Dick Sperling |
| | yec@eaa393.org 925 356 5656 |
| Membership | Bill McCoy |
| | members@eaa393.org 925 370 6511 |
| Fly Out Coordinator | Scott Achelis |
| | aaa.393.flyouts@gmail.com 925 935 7920 |
| Government Affairs | Rich Cunningham |
| Ex-Vice President | Scot Stambaugh |
| | ex-vp@eaa393.org 925 962 0255 |
| Photographer | Tom Howard |
| | photog@eaa393.org 925 933 6015 |
| Photographer | Charles Hester |
| | photog2@eaa393.org 925 228 2309 |
| Webmaster | Harvard Holmes |
| | webmaster@eaa393.org 510 526 5347 |

Thanks to our Donors and Sponsors!



Larry E. Rohrbacher
Line Service Manager

145 John Glenn Drive, Concord, CA. 94520
Tel: 925.676.2100 Fax: 925.676.5580 lineservice@sterlingav.com



Pacific States Aviation
51 JOHN GLENN DR.
CONCORD, CA 94520
(925) 685-4400 FAX: 687-2434

www.pacificstatesaviation.com UNICOM – 122.95

Meeting Schedule (2008)

General (Wed.)	Fly Out (Sat.)	Board (Tue.)
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 6, Young Eagle Flights		
Sep 24	Sep 27	Oct 7
Oct 18, Young Eagle Flights		
Oct 22	Oct 25	Nov 4
Nov 19	Nov 22	Dec 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 7:30PM on the 4th Wednesday of the month (except July, November and December) at the **original terminal** building at 161 John Glenn Drive, north of Sterling Aviation. Chapter 393 Fly-Outs are open to chapter members and their guests. Email EAA.393.flyouts@gmail.com (preferred) or meet at the **original 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.

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



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

