

## June 25 Speaker



Come hear **Mike Busch**, author of "The Savvy Aviator," and recently honored by the FAA as National Aviation Maintenance Technician of

the Year for 2008.

<http://www.savvyaviator.com/>

Mike's topics will include:

- reliability-centered maintenance
- age-related and infant-mortality failures
- condition-directed versus time-directed maintenance
- engine condition monitoring
- professionally-managed maintenance for owner-flown piston aircraft

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### Upcoming Speakers/Topics

Dates and topics may will change!

July 19: Annual Picnic

August 27: Ken McKenzie & Bill Reining  
The AirVenture Scene

**Enjoy Dinner?**  
**Join us at 6:00 for a Ribbon Cutting for our new space.**  
**Then Dinner at 6:30(\$5 donation)**  
**Menu Coordinator Needed!**  
**What dinner items do you like?**

**New Meeting Place (Hopefully!)**  
 We will be meeting in the Original Terminal Building (most recently Budget Rent-a-Car).

## Presidential perspective:

### Golden West '08 report

Another Golden West Fly-In has come and gone. Gate attendance was up slightly but thanks to Avgas prices hovering around \$5.50/gal the aircraft attendance was down.

We did have a good turnout of warbirds. The military was well represented with 2 F/A 18s and 2 Harriers with flybys that included a C-130 and U-2. The F/A 18s and Harriers flew each day as part of the airshow.

The Reno racers (sport class) showed up again to stage a mock race each day. And we had the aerobatic performers to entertain the crowd.

There were large number of exhibitors both on the ramp (aircraft) and inside (merchandise) for those building projects or just picking up that new item for their project/plane.

There were forums each day on all manner of topics related to flying and building aircraft.

There were dinners on Thursday, Friday, Saturday (for the attendees) and Sunday (for those volunteers sticking around to help clean-up). The Saturday night dinner included the awards ceremony and a great talk by EAA's own Earl Lawrence, vice president of industry and regulatory affairs. The topics included a timetable for the removal of lead from avgas, the 51% rule changes coming (he has participated in all 3 rewrites since the '90s), why Diesel won't be the fuel of the future (and what will be) and many other personal observations relevant to aviation in America.

We had camping, both tent and RV (with electrical hook-ups) for those who wanted to enjoy the show over several days. We had

some people who arrived Wed. and stayed until Monday. This year we even provided evening entertainment in the form of classic movies with flying themes in one of the forum hangars.

I did see a few 393 members at the show and I suspect that there were several whose paths never crossed mine. I hope that the reason for the poor attendance was the challenging weather we had on Saturday (wind) and not a lack of interest. After all, we go to a great deal of trouble to put on this show for the regional EAA members and I would hate to think that we were doing all this work for nothing. This year, especially, it will be tough to get to Oshkosh due to high fuel prices so I expected that Golden West would provide a closer opportunity to experience a Fly-In for many EAA members. While it's true that we did see a small increase in attendance this year I really thought that there would be a greater turn out of EAA members taking advantage of our closer location.

I really am confused as to why more EAA members aren't turning up at our event. It would seem to be everything that EAAers should want to participate in. Lots of airplanes to look at, lots of people interested in flying and building to talk to. Experts to talk to. Workshops to try out different skills at. Many planes, kits and products to consider.

I especially would think that the large portion of our members that aren't building but still dreaming of one day having a project would use this opportunity to live vicariously through the ones who have finished and flown to the show. Sometimes just looking at what others have done can be satisfying from a keeping the dream alive standpoint. Who knows, you might also find the right balance of how someone else managed to build his dream while living a very similar life to yours.

Anyway, that was what I did on June 6/7/8. What did you do?

## EAA 393 ANNUAL PICNIC

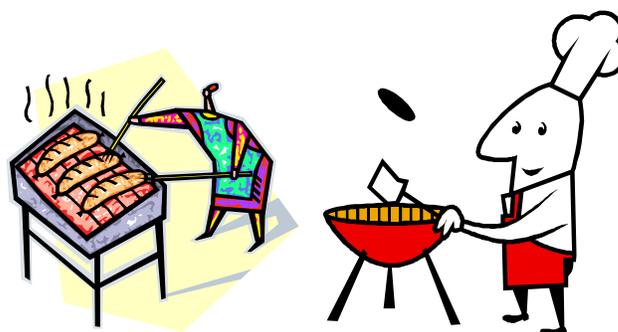
JULY 21, 2008 @ 12:00 NOON

We need volunteers for food. Contact **Louis Goodell** 925 682 4198

The Chapter will furnish Meat, Buns & Mixed Sodas (no tomatoes).

There will be Hamburgers, Hot Dogs, Chicken & Chili Beans.

We need Salads, Desserts, Ice and someone to help cook.



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### 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](mailto: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.

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### Membership matters by Bill McCoy

The membership BBQ has been set for the June 25 meeting. Mark your calendar for this event. And make a special effort to bring a friend.

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.

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## On the Radar Screen

### NASA Sponsors Centennial Challenge

You Could Win \$300,000 in the 2<sup>nd</sup>  
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 CAFÉ 400 Prize (\$25,000)  
The Quietest LSA Prize (\$10,000)

Contact the CAFÉ Foundation for more information: <http://cafefoundation.org/>

CAFÉ FOUNDATION NASA

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### EAA Chapter 393 Young Eagles Report

Our next Young Eagles Rally is scheduled for Saturday 21 June 2008. Please mark your calendar now for June 21st. Attendees should meet at the old terminal building.

Thanks again for your support of this program.

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

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### EAA 393 General Meeting Report

May 28, 2008

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

#### Business:

The new facility, which we will share with MDPA and a few other airport organizations, is not yet ready. MDPA is seeking volunteers to help finish up the interior – spackling, painting and such.

Thursday, May 29, there is a FAA Team safety seminar about flight in IFR.

Treasurer Louis Goodell reported \$1,627.57 in checking and \$2,649.30 in savings.

Several visitors were introduced: Steve Santori (sp?) came with Scott Achelis. His father is working on an experimental helicopter in Washington. A guest from Burlingame was in the Swedish Air Force in WW II. Former member Rich Powell and his family joined us.

Dick Sperling announced that the next Young Eagles event was scheduled for June 21, and he had about 10 to 15 Boy Scouts signed up. We will meet in the Chapter meeting area to brief the Young Eagles, then the Young Eagles will be scheduled to PSA for the flights.

Scott Achelis announced that the May 31 Fly-Out would be to San Carlos to hear a talk by William Guenon at the Hiller Museum about the air raid on the Son Tay P.O.W. camp during the Vietnam war.

Harvard Holmes moved that the Pledge of Allegiance be removed from the Chapter's meetings with voting by secret ballot. The motion was seconded, discussed, and approved by a vote of 20 to 4.

<http://www.eaa393.org/pledge.htm>

#### Presentations:

##### CAFÉ Foundation PAV Challenge

Our first presentation was from Brien Seeley of the CAFÉ Foundation in Santa Rosa. He gave a brief history of the Foundation and the role of Chapter 393 in the Foundation. He noted the need to make flying more available, more effective and easier.

The CAFÉ Foundation is again conducting the Personal Air Vehicle (PAV) Centennial Challenge. <http://cafefoundation.org/> Brien is seeking to encourage more entries in the competition. There is \$300,000 prize money up for grabs, and not very many aircraft yet entered. Entry fees are \$4000 per aircraft and all the entry fees go toward the insurance costs. The deadline for entry is July 1, 2009. Last year's biggest winner took home \$165,000!

Next year, NASA is increasing the prize money to \$400,000, and to \$550,000 in 2010.

Brien noted that one prize this year was for best flying qualities and that he thought a number of experimental aircraft might be in the running for the prize. He briefly noted a couple of the requirements for entrants in the contest: 1) a minimum speed of 52 mph or less, with power allowed to achieve this; and 2) a cabin noise level of 95 decibels or less at competition power – i.e. you could fly the competition at a lower power setting to meet the noise requirements, if the lower power setting was adequate for the other contest elements. Entry forms with the full set of rules were available for the truly interested.

On another front, the Foundation recently held its 2nd Annual Electric Aircraft Symposium. And EAA has officially requested that the FAA amend the regulations to allow electric power in addition to reciprocating engines.

### **Bert Newmark: Fighter Pilot and P.O.W. Experiences in WW II.**

Bert noted that he likes talking to pilots; they have an appreciation of flying.

Bert was a fighter pilot by the age of 20. He flew the Republic P-47 and he found it to be an excellent plane. It had 2800 HP and it also had fantastic machine guns. There were 8 machine guns, firing at about 100 rounds a minute. They were used in short bursts, as the plane carried only about 40 *seconds* of ammunition.

Bert flew out of Cambridge from runways that were “compacted mud.” One example mission was to fly a “guided missile” into the German submarine pens. They used a B-17 for this.

In December 1944 they changed to the P-51. This plane was beautiful to fly, with a longer range, and it cost half as much to manufacture. But it was lacking in firepower and armor plating. Early on, the P-51 had to be fitted with additional machine guns. And

they were never the equal of the P-47 in absorbing enemy fire and continuing to fly. The P-47 had an 8:1 kill ratio versus the German Air Force. Bert suspects that the relative construction costs of the P-47 and the P-51 partly motivated the switch.

Bert described how much of the air attacks were designed to disrupt the German transportation system, primarily trains. They would attack the Nuremburg train marshalling yards. They would take off four abreast, often through weather that required them to fly wingtip to wingtip if they were not to lose sight of each other. After the bombers attacked their targets, the escort fighters were free to attack targets of opportunity – troop carriers, trains, etc.

On his 25<sup>th</sup> mission, Bert was shot down and captured. He went to a prisoner of war camp near Nuremberg. As the war approached Nuremberg, the prisoners were force-marched to a camp 60 miles to the south. He lost a lot of weight on that march. The prisoner of war camps were often adjacent to military targets. He describes how the Mosquitos once came in and outlined the POW camp with flares – when the bombers came, there were no hits on the POW camp! As Bert was captured relatively near the end of the war, he was treated fairly well – the Germans knew it would go hard on them after the war if they abused the prisoners.

We very much appreciated Bert’s stories of his wartime experiences.

We adjourned for the evening.

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

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### **EAA 393 Board Meeting Report**

June 3, 2008

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

1. Louis Goodell, Treasurer, reported \$1,617.57 in checking.

2. Bill Reining reviewed speaker plans. In June, with Mike Busch as our speaker, we should get fliers out to lounges and other areas where pilots congregate (FBOs, flying clubs, 99's, MDPA, and nearby Chapters).

3. Dick Sperling sent a thank you letter to Bert Newmark – he was appreciative. He also invited Bert to a veterans meeting for lunch, but it was too far away for Bert.

4. Dick Sperling reported on plans for the June 21 YE event. The insurance is filed and the vests are ready. We have a number of Boy Scouts signed up and Norm Brudigen (from MDPA & NRI) will be on hand to help. If we have 20 scouts signed up, then we will not publicize the event, as we will have enough people. If only scouts are involved, then we will start at 10 AM to give the scouts time for some classes before the flights. If we make a public service announcement, then we will ask people to call Dick, so we have advance notice.

A general announcement to members will be made next week by Harvard.

Probable pilots are Bill Reining, Harvard Holmes and Richard Roberts. Guy Jones will be the marshaller.

Dick noted that we need membership information at our YE events – from Bill McCoy.

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 to do a ribbon cutting. This will be scheduled for 6:30pm or maybe even earlier. Dick Sperling has a banner and will coordinate with Bill McCoy. In September, we will host the Chambers of Commerce.

6. The Cleco contents were discussed. The deadline is two weeks before the meeting, so June 11 this time.

7. Dick Sperling noted that July and August is Arlington Fly-In and AirVenture time. If anyone is interested in coordinating trips, check with Dick. He has a dorm room available.

8. Dinner planning generally went well last time. For the next dinner, we will try buying almost all of it. This is partly due to

lack of a dinner coordinator. We need a volunteer to take over the before-meeting dinner planning. Speak up if you can volunteer for this!

9. Will MDPA have the facilities done by our meeting? See their newsletter <http://www.mdpa.org/pdfs/news-200806.pdf>

10. We need to plan the picnic. Louis Goodell, after much arm twisting, agreed to coordinate it. Let Louis know what you are bringing.

11. Holiday Party – the board put off considering a plan “A”, and agreed that plan “B” was to have a less formal event in the style of MDPA’s holiday event. Speak up to let the board know YOUR wishes.

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### **West Side Gang flies to Half Moon Bay**

May 28, 2008

Bill Reining in his son’s Citabria took Harvard Holmes, Bob Belshe took Fred Egli in Bob’s Lancair, and Bob Sinclair came in his Lancair. We had the usual good food at the 3-Zero Café. Harvard had a new camera to try out from the back of the Citabria, so...



Bill Reining and his son’s Citabria



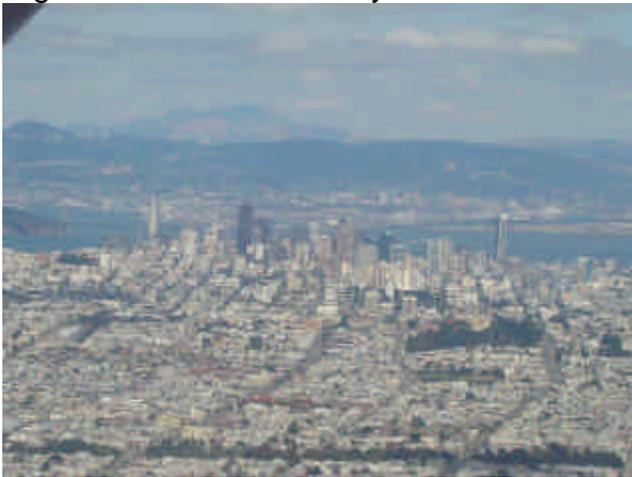
Bill imagines how much more roomy his RV-10 will be than Bob Sinclair’s Lancair.



Fred Egli and Bob Belshe



Right base for SFO runway 10R



San Francisco with Mt. Diablo



Bob edges out the Citabria



He won't get away now!

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### Fly Out to San Carlos Hiller Aviation Museum

May 31, 2008

The weather was gloomy, so Harvard & Sara Holmes, Scott Achelis, Bob Belshe and Guy Jones drove over to hear the talk and later had a nice lunch at the Sky Kitchen.

The talk was fascinating and had an unexpected twist at the end – and I won't spoil it here...



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### Have you been enjoying dinner?





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## 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](mailto:nle@eaa393.org)

Officers/Appointees for 2008-2009

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

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**Larry E. Rohrbacher**  
Line Service Manager

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**Meeting Schedule (2008)**

General (Wed.)	Fly Out (Sat.)	Board (Tue.)
<b>Jun 21, Young Eagle Flights</b>		
<b>Jun 25</b>	Jun 28	Jul 1
<b>Jul 9-13, Arlington Fly In</b>		
<b>Jul 19, Picnic</b>	Jul 26	Aug 5
<b>Jul 28–Aug 3, AirVenture Oshkosh Fly In</b>		
<b>Aug 27</b>	Aug 30	Sep 2
<b>Sep 6, Young Eagle Flights</b>		
<b>Sep 24</b>	Sep 27	Oct 7
<b>Oct 18, Young Eagle Flights</b>		
<b>Oct 22</b>	Oct 25	Nov 4
<b>Nov 19</b>	Nov 22	Dec 2
<b>Dec 6, Holiday Party</b>	Dec 27	Jan 6
<b>Jan 28, 2009</b>	Jan 31	Feb 3

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 4<sup>th</sup> 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](mailto: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

