



January 28

Stewart Munson will demonstrate his project: AVIATRIUM, a computer program that uses Google Earth to depict aircraft flight patterns and airspace boundaries in 3-D.

We Have a New Mailing Address:

EAA Chapter 393
P.O. Box 6524
Concord, CA 94524-1524
The Post Office closed the office where our PO Box has been for all these years.

Upcoming Speakers/Topics

Dates and topics may will change!

February 25: (TBD) possibly Frank from Sterling on common avionics problems

March 25: (TBD) another electronics expert, including build-your-own antennas

April 22: (TBD) an AME – how to live long and prosper...

Dues are due!

Send your \$30 to Louis Goodell at the address above or bring it to the next meeting. Memberships run from Mar 1 to the end of February. Let us know of any changes in your life: phone, email, project, etc.

Presidential perspective:

Happy New Year

First a reminder, then some news.

This is a reminder that dues are due. As you may recall, we voted last year to increase the dues from \$20, which it has been for many, many years, to \$30 to cover the money we now pay to the MDPA for the use of their facilities twice a month.

Now for some news: Chapter 393 has been officially turned down for a B-17 stop this year. We got the bad news from Oshkosh a few days ago in a letter. I suspect that this had something to do with the low turnout at the last year's event. This means the loss of our only planned fundraiser for the year.

On the bright side, we have some other events coming up this June worth mentioning. First up is the Golden West Fly-In on June 12-14 in Marysville.

Then Buchanan Field is having an airport day on Father's Day, June 21. We have been requested to participate with aircraft displays and possibly a Young Eagle event.

The Collings Foundation could also be stopping by sometime in early June. If they do come, they would be bringing their B-17, B-24 and B-25 to Buchanan Field. There is also the possibility of an appearance of a recently acquired ME-262, one of just a handful recently manufactured new. This is a 2-seater that should be available for rides.

Another unknown is whether we will be asked to participate in this year's Maker Faire. It is to be held on May 30-31. I am currently talking with Steve Buss in the chapter office to find out if there is anyone interested in overseeing the operation for this year. Last year the person who

arranged for the local chapters to participate was David Hipschman, head of EAA publications. David left EAA after Oshkosh and hasn't been replaced yet. So we will see if there is any support for another effort this year.

Fredrick William Egli passes away

2/27/28 – 12/20/2008

Fred's Obituary from the Contra Costa Times can be found online:

<http://www.legacy.com/ContraCostaTimes/DeathNotices.asp?Page=LifeStory&PersonID=121965722>

(Copy both lines into your browser.) or:

<http://www.legacy.com/ContraCostaTimes/DeathNotices.asp?Page=LifeStory&PersonID=121965722>

Fred on his way to Alaska in 2005.



I met Fred around 1997 when I joined the Concord Chapter of the EAA. He became a good friend and mentor to me and influenced me to begin building my own airplane after I retired. Sometimes at the EAA meetings, there was an "aluminum" side and a "plastic" side of the room, and Fred sat on the plastic side, having built a magnificent Lancair IV - white with a bold pink splash of color on the side. The airplane was a favorite with Young Eagle kids that Fred took for rides. Fred had also rebuilt two Bellancas before the Lancair, so he was really entitled to sit anywhere! Fred went everywhere in that plane. My wife and I were lucky enough to go with Fred and his wife Vi on a couple of trips to Sedona, once in our Mooney and once as his passengers. We made many local trips together as well.

On the way, Fred would give me the controls and gradually taught me how to fly the plane. This was invaluable experience.

Fred served as president of the local EAA Chapter, served on the County Airport Commission, and received the Perpetual Trophy from the Chapter in 1997.

With a wealth of knowledge, a ready smile and a helping hand whenever needed, Fred will be sorely missed by his family and those that knew him.

There will be a celebration of Fred's life at Buchanan Field on Saturday, February 21, 2009 at 2 pm in his hangar (C-5) on the west side of the airport, on the north side of row C. His beautiful Lancair IV will be on display for all to admire. All Chapter members and other friends and family are invited. Please RSVP to me at HarvardHolmes@comcast.net or 510 526 5347 or to Vi Egli at 925 935 7551 – Harvard Holmes

1966 Mooney M20E for Sale

http://home.comcast.net/~harvardholmes/N2669W_Ad.pdf

Special price for EAA 393 members!

Harvard Holmes 510 526 5347

Calendars still available by Ray Nilson

I have some calendars left to sell. I will have them at the meeting and then Louis will have the rest to use as the chapter sees fit. With one month almost gone how about a 10% reduction? Best deal in town. -Ray

Young Eagles by Dick Sperling

We are looking at doing about 4 Young Eagles events in 2009. We have interest from the Sea Cadets and Boy Scouts for 2 to 3 events and 1 or 2 more would be geared for the general public.

We are also looking at whether Young Eagles events would be desirable in conjunction with the Collings Foundation event at CCR and with the Buchanan Field

Open House, now being considered for Father's Day, June 21.

Fly-outs by Scott Achelis & Tom Howard

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 email from EAA.393.Flyouts@Gmail.com; and be sure to give us your email if you haven't been receiving fly-out information.

We are seeking ideas for new fly-out destinations.

[Editor's note: Informal fly-outs also occur on irregular Wednesdays. Email HarvardHolmes@comcast.net to get on the list if you are interested. Often there is a spare seat for wingless aviators.]

EAA 393 General Meeting Report

November 19, 2008

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

Business:

Louis Goodell, Treasurer, reported \$736.29 in checking and \$2,650.53 in our other account.

Ken received a DVD from Martin Holman, a noted aircraft designer from Monterey, on **flutter analysis** for aircraft. Duane Allen has made some copies available to give away to members.

Ken led a discussion whether to continue our membership in the Pleasant Hill Chamber of Commerce. With no clear benefits to the Chapter, it was decided not to continue.

Harvard Holmes polled the members for interest in a fly-out the coming weekend. No fly-out was scheduled.

Bill Reining attended the AOPA Expo last weekend – see him for the highlights.

Presentation:

Dave Saylor of AirCrafters in Watsonville described his business in support of experimental aircraft and explained several

common mistakes that he sees in working on these aircraft.

Dave's shop has hosted several presentations on all aspects of building experimental aircraft. He has also built his own RV-10. He has 5 employees, including a specialist in composites, an avionics person, and three generalists. An IA is also available.

One common mistake is the too "creative" use of tie wraps. Don't use them in place of Adel clamps. Don't put them on too tight, they can wear right through aluminum tubing or deform your wiring, especially on Coax. If you have to use one, be sure there is a pad to control the wear. Whether you use a clamp or a tie wrap, make sure that it is securely attached to the structure. For some of the adhesive mounts, he removes the adhesive and bonds the mount with epoxy. For wiring, he recommends that you consider lacing – it is light, looks good and not as hard on the wiring.

Other problems they encounter include failing to check for clearance between retractable gear and the engine/cowling. One Lancair IV had the nose gear strut wearing through the engine pan. Swing the gear both with the cowl on and with it off to check for good clearances.

A problem with fiberglass/carbon work occurs when the surfaces are not well prepared before bonding. The surfaces must be freshly scuffed or the epoxy will not adhere.

Fasteners should be analyzed to ensure that they have two reasons to stay in place. One reason is that the fastener is tight; the second should be an independent locking mechanism, such as a locking nut, loctite, a cotter pin, or lockwasher. He does not think much of lockwashers.

When you are troubleshooting, disconnect the battery – a short can really mess things up. And when putting the plane on jacks, be really careful. If the plane slips off the jacks, it is likely that the jacks will go right through the wings.

For fuel tanks, he recommends using water first to find leaks, and then dry the tank carefully. Do not pressurize the tank in any way. If you must run air through the tank, put a thin rubber glove on a vent to protect the tank from pressure. To dry a tank, use a little airflow with a little heat, then half a gallon of fuel may slosh any remaining water out. You could also rinse with alcohol to soak up trapped water.

Plastic brake lines are sometimes used. Beware of heat affecting these lines. The plastic is OK in low pressure areas. Don't use them forward of the firewall, get Teflon hoses with braided steel outside. His RV-10 uses plastic on the low pressure side, and SS braided line elsewhere.

Ensure that all of your controls will operate to the stops. Check that there is no upholstery, wiring or anything else in the way. Control motion should be limited by the stops, not binding or other restrictions at the control surfaces or in the actuating mechanisms.

Some areas are prone to failure and need to be overbuilt. An example is an alternator bracket – make these of steel for strength.

Dave is on the committee evaluating changes to the 51% rule for homebuilts. They will be evaluating comments in January. The people commenting don't want change; they just want the existing rules enforced. In response to a question, Dave noted that lots of pictures are good evidence of your personal involvement. There should also be notes and dates in you construction manuals. Some inspectors look at the plane, others look at the paperwork. Eventually, there may be a place to list all of the builder assistance that you received. The FAA didn't want to count parts or make it harder to determine the 51%, but the existing system didn't work.

Bill Reining noted that AirCrafter has several workshops scheduled for January and March of 2009. He will be attending some.

Ken McKenzie asked about corrosion protection and noted some options. Dave noted that priming all the parts doubles the time to completion.

When is a radio shop needed? It's needed for a transponder check, and for an altimeter/pitot static system to meet IFR standards as noted in the FARs. For IFR use, GPS systems must be certified.

Dave recommended that all the serial connections be brought to a big D-sub connector. Then all the interconnects can be made on the mating connector and the system is easily tested and changed. This can save a lot of work under the panel. He recommends the Daniels brand crimper for the D-sub connections.

EAA 393 Board Meeting Notes

December 2, 2008

Attending: Ken McKenzie, Bill Reining, Guy Jones, Rick Bourgeois, Harvard Holmes, Louis Goodell.

1. We need to notify people of our new address, including EAA HQ, the FBOs, Sterling and PSA, and the Airport office.
2. The Holiday Party is on track.
3. Louis Goodell reports more money in the treasury due to Holiday Party payments: \$4247.14 total. Upcoming obligations are \$600 to MDPA for a year's rent.
4. Speaker ideas were reviewed.
5. We reviewed EAA HQ notification requirements. Guy Jones noted that we must notify HQ for YE events, fly-ins, fly-outs, and the July picnic.
6. We need to do more work on the budget. Does our income remain above expenses over time.
7. Status of B-17 event? [The B-17 is not coming.]
8. Will we do the Maker's Faire again? Ken is trying to find out.
9. We have been paying for our checking account. Ken will see if we can get a free one. [Yes, we have to have our corporate papers in hand.]

10. Are we doing OK on our dinner expenses? Rick says we did OK last time. Rick is planning to have food for 30 people, with an average of 20 showing up.

Airport Open House Meeting Notes

December 3, 2008

Harvard Holmes attended a planning meeting for a proposed Open House at the Airport on Father's Day, June 21, 2009. Diane Cole and the 99's are the main players. Diane Cole did not make the meeting. Tom Weber was there from the Airport Advisory Committee and noted that the AAC is behind the event but wants to make sure it can be done before endorsing it. That means a plan and personnel to staff the plan. Keith Freitas (Director of Airports) noted that he will need the Board of Supervisors' approval.

There was discussion of reaching out to the "Monument corridor" for attendees. This likely requires Spanish language flyers.

The location for the event was discussed, with the south end of the ramp deemed desirable.

EAA participation was given high priority. I noted that we could do display planes, Young Eagles (YE) flights, a booth, and some ground support, but not all at once! In particular, the display planes and the YE flights involve the same set of airplanes, typically.

The group decided that an airshow was not feasible given the time schedule and our relative lack of experience with these events.

The airport staff made it clear that any activities they undertake will require funds.

Tom Weber noted that he reports to Supervisor Bonilla, and that commitments would be needed from EAA, MDPA, CAP, the sheriffs dept., Kiwanis, and Rotary, for example.

The next AAC meeting is Tuesday, January 20.

The next Open House planning meeting is Wednesday, January 14 at 5 pm.

EAA 393 Holiday Party

December 6, 2008

Party, party, party! At Marie Callender's!





Bill Reining is awarded the Perpetual Plaque

EAA 393 Board Meeting Notes

January 6, 2009

Attending: Ken McKenzie, Bill Reining, Pete Mitchell, Louis Goodell, Harvard Holmes, Sara Holmes, Dick Sperling, Rick Bourgeois, Guy Jones

1. Sara Holmes reported that we made \$571.91 on the Holiday Party; \$214 of that was from the raffle.
2. Louis Goodell reported \$3,670.18 in the bank. Ken reported that when we get the bill from the State for corporation tax that shows we are a non-profit, then Wells Fargo will give us a free account.
3. Who will notify correspondents of our new address? Pete Mitchell will do this.
4. The Collings Foundation B-17 and other aircraft will be here in early June. Our participation is not clear; we will check on flying Young Eagles. There was discussion of competition among Collings, Golden West and a YE event. Bill Reining favors supporting the airport over worrying about detracting from Golden West. He favors Saturday for a YE event. Dick Sperling will inquire what the Collings Foundation would like to do.
5. The Holiday Party was reviewed and a big thanks was given to Sara Holmes and Marilyn Sperling. Sara noted that we need to do a better job of reaching out to new members. We need to find a membership coordinator. Marie Callender's was considered a good location, except for the Karaoke music. The group decided to hold the next Holiday Party there, but move it to Sunday, when there is no Karaoke. [Sara has reserved the room at Marie Callender's for Sunday, December 13, 2009.]
6. Bill Reining reviewed his plans for speakers.
7. Ken McKenzie has sent our schedule of meetings next year to MDPA to reserve the room. He is working to improve communications with the MDPA facilities manager. He hopes to attend the next MDPA board meeting on February 4th.

8. Our annual paperwork with EAA National, the State and other agencies is due. Because we now rent meeting space, our EAA insurance will go up somewhat.
9. EAA National is reviving their program for adult orientation rides. This will be reworked to look like the Young Eagles events. This may present an opportunity to give rides to more parents and adults in parallel with our Young Eagles efforts. We should expect new guidelines in Q1 of 2009.
10. We still need a visitor package. Bill Reining will see what EAA National has and put a few packages together.
11. Bill Reining will make up some business cards for chapter officers using the blanks for a computer printer.
12. Ken will follow up with Silver Pacific, the hangar developers, to see what's happening, particularly the progress on the Aviation Education Center building.
13. Rick Bourgeois notes that we need to adjust the price and/or the expenses for our before-meeting meals to ensure that we make at least a slight profit. He is working on this.
14. Bill Reining suggests that we put up our Chapter banner for each meeting as an enhancement to our meeting space.

EAA 393 presents the Airport Office with Rhu Bigay print
January 13, 2009



L to R: Harvard Holmes, Keith Freitas, Ken McKenzie, Pat Peters, Dick Sperling, Rhu Bigay

Dick Sperling, Pat Peters, Ken McKenzie, Harvard Holmes, Sara Holmes, and Rhu Bigay met with Keith Freitas, Beth Lee and KC Coyle to present a signed and framed print from Rhu Bigay to the Office of the Director of Airports. The donation recognizes the Airport for its support of Young Eagles events and other outreach efforts.

Thanks to our Donors and Sponsors



Alpine
Pastry & Cakes

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

**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
eea.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



Meeting Schedule (2009)

General (Wed.)	Fly-out (Sat.)	Board (Tue.)
Jan 28, 2009	Jan 31	Feb 3
Feb 25	Feb 28	Mar 3
Mar 25	Mar 28	Apr 7
Apr 22	Apr 25	May 5
May 27	May 30	Jun 2
Jun 12-14, Golden West Fly in, Marysville, CA		
Jun 21, Buchanan Field Open House (tentative)		
Jun 24	Jun 27	Jul 7
Jul 18, Picnic	Jul 25	Aug 4
Jul 27-Aug 2, AirVenture, Oshkosh, WI		
Aug 26	Aug 29	Sep 1

Our meetings are open to the public. 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) in the building at 161 John Glenn Drive (formerly Budget Rent-A-Car), north of Sterling Aviation. **Enter from the rear (facing the airport)!**

Chapter 393 fly-outs are open to chapter members and their guests. Email EAA.393.Flyouts@gmail.com (preferred) or meet at the building noted above 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 6524
Concord, CA 94524-1524



The Leader In Recreational Aviation

We are on the Web!

<http://www.eaa393.org>

Email: nle@eaa393.org

