



March 25

We will see the trailer from the upcoming film "A Pilot's Story" and have a chance to talk to the movie's producer Rico Sharqawi <http://www.apilotsstory.com/>

Cleco Going Electronic!

To reduce printing costs, we want to get more members to read the Cleco from the Web. **If you have email, we will discontinue the postal mail of the Cleco** unless you specifically request it. (Make your request with any officer.)

Upcoming Speakers/Topics

Dates and topics may will change!

April 22: Charles Deavers, the new CCR Air Traffic manager –bring questions!
AND Keith Freitas will bring us an update on airport issues.

May 27: (TBD)

June 24: Alan Jesmer of Precision Airmotive – Fuel Injection Systems

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

Possible talk from (TBD) an AME – how to live long and prosper...

Possible talk from John LaNoue
Building the Vickers Vimy Replica

Dues are late!

Only **half** of the members have sent in their dues. 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.

Presidential perspective:

El Presidente has been granted a vacation for this month.

The Menu by Rick Bourgeois

The tentative menu for the next meeting is as follows (for just \$7):

- o Baked Ziti with meatballs
- o Garlic Bread
- o Salad
- o Chocolate Chip Cookies
- o Drinks

Let Rick know your suggestions. Some we've already heard are: turkey, corned beef and tri-tip.

Fly-outs by Tom Howard & 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 email from Tom (TurnPrez@SBCglobal.net) or Scott (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.]

Young Eagles by Dick Sperling

There are 6 events given in the schedule at the end of the Cleco, but the schedule is still tentative and subject to change. Dick plans to do briefing cards for the ground support staff so they can brief the Young Eagles on what to expect, what to do, what not to touch, and other safety issues.

Dick noted that the Collings Foundation schedule is not firm yet. The Collings Foundation is not committed to a visit to Buchanan Field yet this year.

Dick has no new information about an Open House at Buchanan Field on Father's Day this year. When we learn more we will consider coordinating Young Eagles flights with the Open House.

Display Aircraft for CCR

Virginia Schaffer (sp?) has donated a plane to be displayed at CCR. It will be located by the observation area at the base of the tower, on the other side of the fence in the "movement area".

A local shop will paint the airplane and there are a few repairs needed prior to placing the plane on display. Julie Conti [from the Airport Administration office] is hoping that EAA will be able to help.

Scott Achelis

"GPS for VFR Pilots"

March 28, 11:00 AM, CCR Airport:

Concord Airport Terminal Building
180 John Glenn Drive

Topic: Many GPS features regarded as advanced or of use only to the IFR pilot can in fact greatly benefit the VFR flyer.

Description: With a focus on panel-mounted GPS units, we will examine commonly overlooked features, user waypoints, flight plans, radio integration, supplementing printed flight information, and more.

To view further details and registration information for this event, click here:

http://www.faa.gov/SPANS/event_details.aspx?eid=24411

The sponsor for this event is:
OAK FAAS team/ CCR Terminal

FIFTH ANNUAL Shared Adventures & EAA-119 'Day in the Sky, Watsonville' Young Eagle's special event for young people with disabilities.

- Saturday April 18, 2009
- Watsonville Municipal Airport (WVI)
- Pilot brief: 8am in the EAA-119 hangar

- Pilots can join us any time--come and go as you please; if you can't make the 8am briefing, we'll brief you when you arrive.
- First wheels up 9am
- Last flights 4pm or until we've flown all the kids
- 3+ dozen pilots needed!
- All EAA Young Eagle's rules and restrictions apply. This is an official 'Young Eagles Rally' (on steroids because of the massive ground festival).
- EAA National membership is required for pilots (local chapter membership is NOT required).
- ~150 flights throughout the day
- Flights are 20-30 minutes, depending on conditions
- About 500 passengers including 150+ young people with disabilities + 2 guest passengers each.
- All passengers are subject to approval of the Pilot In Command.
- Guest passengers are usually siblings and friends, but adult parents/ guardians/ caregivers are allowed to fly if the young person has a medical condition that might require in-flight attention from a responsible adult.
- 1000+ people at the simultaneous festival involving dozens of nonprofits hosting (free) booths
- FREE FOOD for everybody who joins us (plus an infinite number of smiles and giggles from the kids for all volunteers)
- All subject to Wx, of course

We need at least 3 dozen pilots this year. So if you can fly with us, please sign up online ASAP so we can send more info. if plans change:

<http://www.dayinthesky.org/pilot.htm>

OR if you cannot fly with us, come on out and volunteer anyway. We are in big need of flight school instructors, escorts to planes and pilots to sit around and tell stories to the captivated kids about how cool it is to fly! Volunteer signup is here: <http://www.dayinthesky.org/volunteer.htm>

Cheers, Dean McCully, Day in the Sky

3rd Annual Electric Aircraft Symposium

Imagine:

100 MPG commuting at 100 mph in your own express lane in a safe, quiet, emission-free electric vehicle. The Obama Administration's potential role in the realization of such future Green vehicles is just one of the core topics at the 3rd Annual Electric Aircraft Symposium (EAS) on Friday, **April 24, 2009** at the Hiller Aviation Museum in San Carlos (11 miles South of San Francisco Airport).

Join technology's foremost experts on:

- electric propulsion
- next-gen batteries of 10X power
- super-efficient aerodynamics
- automated flight paths
- funding Green Industry growth
- urgent global imperatives for clean, renewable energy

to learn about the coming transformation of transportation. Be one of the visionary attendees and participate in the Q & A sessions.

The One-Day Meeting Program is listed at: <http://cafefoundation.org/EAS/>

Offering learning available nowhere else, the EAS is made possible by the generosity of Foundation Capital, a major high-tech venture capital company.

The limited seating is reserved in order of registrations received; the \$249 tuition includes snack breaks and the networking lunch and dinner. To register directly, please go to:

<http://www.regonline.com/EAS2009>

As always, CAFE welcomes your comments. Email us at:

eas2009@cafefoundation.org

Possible Grass Valley Overnight Fly-out

From Bill Reining:

After lunch in Auburn last Friday, I flew up to Grass Valley to visit our family's cabin. While passing through the airport office, Greg and I got to talking about the EAA. Greg is the airport manager and retired Naval Aviator. Grass Valley has a pretty active EAA chapter. Greg is trying to organize a fly-in later this spring. Visitors

would be taken to a wine tasting, then to the Holiday Inn for the night, and back to the airport the next day. The date has not been set, but it sounds like fun.

Contact Bill if you are interested.

EAA 393 General Meeting Report

February 25, 2009

President Ken McKenzie opened the meeting with a welcome for members and guests. Guests included Kelly Schubert and Bill Abar.

No fly-out was scheduled for this weekend due to bad weather being forecast.

Bill Reining reported that he is making business cards for the Chapter Board members and others, who could use them in their dealings on behalf of the Chapter.

Bill is seeking input regarding speakers for our meetings, as several speaker ideas are not "panning out." If you know of an interesting, willing and available speaker, let Bill know. Our members represent another untapped resource. If you are doing something interesting that you could talk about, let Bill know and get a talk arranged.

Presentation:

Bill introduced the film on flutter, Flutter Prediction, that was provided by Martin Hollmann. It described how flutter is analyzed, using Finite Element Models of the airframe structure to predict structural weakness and resonant frequencies. The flutter is then confirmed using Ground Vibration Testing. The film cited several examples of airplane crashes that were caused by flutter. It also noted that a flutter problem on an airframe can often easily be fixed with a few minor additions to strengthen the aircraft structure.

Introductions:

Ken McKenzie has a Glastar under construction, which he purchased in 1998. Without actually building the aircraft, he has acquired wings and a tail, and he has an Eggenfellner 2.5 liter 4 cylinder Subaru engine

conversion for it. His home workshop is gradually progressing toward actual construction.

Roland Williams previously owned a gyrocopter, and now has an RV-9A with 2 partners. At the next condition inspection, he expects to re-wire the panel. He bought it already built, and it has a few "ho-hum" problems. He's hoping to replace some of the avionics in part of the panel. He has installed a Trio autopilot and is happy with it, except the 3 LEDs are hard to see. Hangar snoops are invited to come out and see the project (East Ramp).

Bill Reining and his son have an RV-10 project underway. The tail cone is done. His son's marriage and his move to a new house have conspired to keep them away from the project for a while. But Bill's carport is almost fully converted into a garage for working on the plane.

Carl-Erik Olsen came to the US from Denmark 6 years ago. He has a 1947 KZ 7, which he got in 1998. He restored it, but crashed it in 2005. He now has a new wing, ailerons and flaps, and the fuselage is complete. He is going to use a Continental O-300 engine. The last crash was due to carburetor ice – he will use Airflow Performance fuel injection for the next setup. He is changing hoses to aluminum tubing. The Continental engine fuel pump does not have enough pressure for the Airflow fuel injection, so he will add a surge tank with 2 electric pumps. He will add a 3-into-1 exhaust system to the engine, and he is looking for higher compression pistons to use.

Charles Hull enjoys reading about experimental aircraft; he flew in 1963 for a Cessna dealer and had a Cessna 170B.

Chuck Hill retired from the Coast Guard (shipboard) and now has a Technam Bravo. He got his pilot license about 1 month ago. Congratulations! The Technam is now at Sterling on lease back. The Technam is like a Cessna 172 in performance, except with only two seats. The empty weight is 791 lbs. and the gross weight is 1320 lbs.

Bob Belshe has a Lancair 235, which he purchased nearly new in 1995. In 1998 he put a LyCon IO-320 with Airflow Performance fuel injection on it. Later he added a Trio autopilot. About 320 hours ago he got an MT constant speed electric prop. He had no trouble until 1 month ago, when the speed controller box lost its automatic speed control. He has a replacement on the way. [The replacement fixed the problem. –Ed.]

Harvard Holmes has a Lancair IV-P under construction for the past 5 years. He and his wife started the kit with a month at the factory working on the kit and learning how to work with composites.

Ray Nilson's first project was a Christen Eagle. Now he is working on an RV-9A, financed with money from the Christian Eagle. His metal work is almost complete and he's had help from Bill Black and John Cicero. Gary Stofer has been helping him with electronics. He is using an Eggenfellner 6 cylinder Subaru conversion engine. The 6 cylinder engine is more expensive and needs cooling work. He had 2 oil coolers for radiators, but they don't work well. He's looking for new solutions, maybe a belly scoop. There is lots of conflicting advice on cooling. Next time he will use a Lycoming – if he had, he'd be flying now!

Guest Bill Abar spent 8 years in the Navy. He got his pilot license in 2007, starting in June, and got his ticket in November. Now he has 160 hours logged. He's made a long cross-country flight to Texas. He ran out of money for an instrument rating. Now he'd like to build an RV-7. He's going to take a class in Watsonville on composites. He and his wife have been into boats, jet skis, motorcycles and now flying.

Peter Degl'Innocenti is building a ¾ scale P-40 replica. The fuselage is complete and the wing is done, except for the skin. He's working on the aileron ribs and he needs to bend up the rear spar and permanently install the ribs. Then he'll skin the wings, and then install the engine. He hopes to retire in 10 months, and his wife would like to move to the east coast. He wants to finish before then. He is considering the Rotamax 120 HP engine, or maybe the Rotax. His options are still open.

Ernst Freitag has an RV-8 that's six years old with 400 hours. His only problem has been with some instruments and a recent problem with his electronic ignition. The ignition problem was tracked down to a corroded spade connector. He is building an RV-10 – he needs a project! He could use 4 seats to accommodate his wife and kids. The RV-10 is the most precisely engineered plane that he's worked on – everything is a perfect fit! His wings are built, the tail finished and he's just riveted the fiberglass top on. He will start with a simple VFR panel with the capacity to add stuff.

Don Baldwin is building a Sonex. The wings are on, less the wing tips; the canopy is on and the windshield and fuel tanks are installed. He's been working on a VW engine that he wants to use, but he wants to add fuel injection to it. There is a simple digital system available from Calgary. His cowling did not fit, and he's re-vamping it. He bought an EFIS for the engine, GPS and an autopilot (without altitude hold) and he will add a few backup instruments.

Rick Bourgeois has a Cessna 172 and he's building a bearhawk.

Charles Hester is working on a Gyroplane – a Sparrow Hawk. It's like the RAF 2000 with a 165 HP Subaru engine. His working airplane is a Cessna 150. A friend flies it and he's working on his pilot license. The Cessna had 400 hours on the engine and lots of little problems. Now it's ready for an annual and he's looking for an A&P. He has learned a lot from the Cessna.

Terry Edwards is a friend of Charles Hester, with a long time interest in planes. His current project is a Chevy Silverado.

Steve Senatori is helping his dad Joe with a Safari Helicopter – a "Baby Bell." His dad built it from plans and it is 95% done. His dad has moved down from Sequim, WA. He was an airline pilot, but without much helicopter time. They are finishing up the many details that are involved in completing an aircraft. They have a Lycoming O-320 and are getting ready for the first run-up. They are looking for helicopter expertise.

The helicopter is now on the west side in hangar A-11.

EAA 393 Board Meeting Notes

March 3, 2009

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

1. Could we send the Cleco to visitors and guests for 3 months? Harvard stated that this could be done for email announcements. If printed copies were to be mailed, Pete Mitchell and Louis Goodell would have to set this up.
2. Louis Goodell, Treasurer reported \$1042.35 in our checking account and \$2651.25 in our money market account. Secretary Pete Mitchell has been added as a signatory on our bank account. Pete Mitchell will ask for a copy of our non-profit papers from the state and then will try to get a free bank account with Wells Fargo. We have been working on improving our budget process and Bill Reining has prepared some budget status and forecast documents which are available on the web:
<http://www.eaa393.org/Cleco/Cleco09/Summary20090301.pdf>
<http://www.eaa393.org/Cleco/Cleco09/Forecast20090301.pdf>
3. Bill Reining announced our speaker for March 25 will be Rico Sharqawi, who will introduce a preview "trailer" for "A Pilot's Story." Ken will do the introduction since Bill is traveling to Australia during that time. There was discussion of potential speakers. Harvard Holmes will contact John LaNoue and ask him to speak about building the Vickers Vimy.
4. Bill Reining is making progress on putting together a welcome package for prospective members.
5. Ken McKenzie reported on Maker Faire possibilities. EAA Headquarters has offered \$500 to cover expenses of putting up a display at the Faire. The Faire is May 2-3. Ken will consult with EAA Chapters 20 and 62 to see if they will participate. If so, we will plan to do something. If not, then we will let the Maker Faire opportunity pass.
6. Rick Bourgeois noted that last meeting's dinner showed a profit of \$75.01, not including previous expenses for ice, drinks and some other stuff.

7. Although Dick Sperling was absent, we had some discussion of how to get the word out about our Young Eagles program. Harvard Holmes took as an action item to coordinate with the Airport Administration and contact Laura Darensburg, the Contra Costa County Chief Public Communications Officer. The goal is to get publicity for our Young Eagles events. Another idea was to check in with SCORE (Senior Core Of Retired Executives) for ideas to engage the media.

8. Harvard Holmes reported that Cleco input should be submitted by March 11th.

9. We are behind in our dues collections. A note will be put in the Cleco, and an electronic notice will be sent to deadbeats. Pete Mitchell and Louis Goodell may also arrange to add a personalized notice to the Cleco for deadbeats.

10. Ken will be attending the MDPA meeting. We have a list of topics for him to cover.



Colonel Herb Ross EAA Chapter 1432

Invites you to a

Pancake Breakfast

April 4th, 2009 9am-11am

Stockton Airport (KSCK)

Hangar K-7

Special Guest:

FilmMaker Rico Sharqawi of Wilco Films

Mr. Sharqawi will be talking about his upcoming documentary "A Pilot's Story". We will also view the new trailer for the film. This is a very exciting project, of the same caliber as "One Six Right". Learn more about this film at www.aPilotsStory.com.

If flying in, turn left on taxiway "J" to large open parking area, then walk 150 yards towards the tower to the EAA Hangar.

If driving in, enter through Gate 16, park just inside the gate, next to the EAA Hangar.

For more info, log onto www.StocktonEAA.org or call 209-609-6730.

1966 Mooney M20E for Sale

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

Special price for EAA 393 members! The price is going down and it will be sold soon! Speak up if you are interested.

Harvard Holmes 510 526 5347

Informal Fly-out to Auburn

March 6, 2009



Informal Fly-out to Half Moon Bay
March 11, 2009



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 6524, Concord, CA 94524-1524

<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
Dinner Coordinator	Rick Bourgeois
RicFlyer@Comcast.net	925 432 9076
Fly-out Coordinator	Scott Achelis
eea.393.flyouts@gmail.com	925 935 7920
Fly-out Coordinator	Tom Howard
TurnPrez@SBCglobal.net	925 933 6015
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 and Event Schedule (2009)

Board	Y Eagles	General	Fly-out	Other
Mar 3		Mar 25	Mar 28	
Apr 7	Apr 18	Apr 22	Apr 25	
May 5	May 9?	May 27	May 30	
Jun 2	Jun 21	Jun 24	Jun 27	
		<i>Golden West Fly-in, Marysville</i>		<i>Jun 12-14</i>
		<i>Buchanan Field Open House</i>		<i>Jun 21</i>
Jul 7			Jul 25	
		<i>Arlington Fly-in, Arlington, Washington</i>		<i>Jul 8-12</i>
		<i>Chapter 393 Picnic</i>		Jul 18
		<i>AirVenture, Oshkosh, Wisconsin</i>		<i>Jul 27-Aug 2</i>
Aug 4	Aug 15	Aug 26	Aug 29	
Sep 1	Sep 12	Sep 23*	Sep 26	
		* nominations		
Oct 6	Oct 17	Oct 28**	Oct 31	
		** elections		
Nov 3		Nov 18	Nov 21	
Dec 1				
		<i>Holiday Party</i>		Dec 13
Jan 5, 2010		Jan 27	Jan 30	
Feb 2, 2010		Feb 24	Feb 27	

Our meetings are open to the public. Join us for dinner at 6:30 pm (\$7) with the general meeting at 7:30 pm on the above dates in the building at 161 John Glenn Drive north of Sterling Aviation. Enter from the airport side of the building.

Chapter 393 fly-outs are open to chapter members and guests. See the newsletter for arrangements.

EAA Chapter 393
P.O. Box 6524
Concord, CA 94524-1524



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

