

October 22

We meet at: 161 John Glenn Drive (formerly Budget Rent-A-Car), north of Sterling Aviation. Enter from the rear (facing the airport)!

- 6:30 to 7:30 Dinner
- 7:30 to 8:00 Business Meeting
- 8:00 to 9:30 Hangar Tour

This month we are going to have a look at several **members' projects**. After a brief business meeting, we'll drive across the field to visit some aircraft in construction. If you have a van or other large vehicle, please bring it to the meeting so that we can rideshare with you to the hangars.

Upcoming Speakers/Topics

Dates and topics may will change!

November 19

Dave Saylor, owner of "AirCrafters" at the Watsonville Airport will describe his builder assistance center and provide some lessons learned from typical builders' challenges.

Wine Donations Solicited

for the Holiday Party
Call Sara Holmes 510 526 5347

We need a refrigerator to call our own in our new meeting area. Any volunteers? We would prefer a larger rather than a smaller one, but we aren't too picky!

Presidential perspective:

It is my sad duty to announce that after a long and adventurous life, Charles Adkins Sr., 86, passed away on Oct. 2, 2008.

Charlie was a navigator in World War II for the B-24, BG 467th, with 37 successful missions in seven months, in 1944. He mentored for the San Quentin literacy program. He went skydiving at 73, and was a longtime member of both chapter 393 and 167. He had a Beech Skipper that he restored and enjoyed flying. Our records indicate that he joined EAA in 1993 and was EAA#429196. Charlie was also one of the founding members of the Golden West Fly-In in 1996. He also participated in the Young Eagles program.

Charlie was predeceased in 2005 by Ruby, his wife of 56 years. He is survived by his sister, Elizabeth Confer, of Oklahoma; his children, Sally Cole, of Oakdale, Julia Kaufmann, of Napa, Maggie Randle, of Suisun, Charles Jr., of Napa, and Jeanne Salavea, of Chesapeake, Va.; 12 grandchildren and 12 great-grandchildren. We will all miss this spontaneous, generous and special man.

Please join his family for a memorial service on Saturday, Oct. 25, 2 p.m., at St. Mary's Episcopal Church, 1917 Third St., Napa. A reception will follow. Contributions to the binder of stories and memories are most gratefully accepted.

Donations can be sent to Molly's Angels in Napa or College of the Ozarks, in Lookout Point, Mo.

EAA Chapter Leadership Academy

Bill Reining and Guy Jones traveled to EAA Headquarters in Oshkosh, Wisconsin Sept 12-14 to attend the EAA Chapter Leadership Academy. There were a total of 22 people in the class. Most of the participants were from Wisconsin and its immediate neighbor states, with only three from California and one from New Mexico.

Our first event occurred Friday evening just before dinner, when we all gathered around to listen to Tom Poberezny, EAA President, who welcomed us and underscored the importance of the chapters to the EAA organization. This occurred in the Great Room, around the fireplace of the Air Academy Lodge where we were staying (two to a room in bunk beds normally occupied by high school students!) It should probably be noted that we attendees were well cared for by the staff of the Lodge, who provided dinners, breakfast, and lunches, as well as making snack food & beverages available at all other times.

We met all day Saturday and again Sunday until noon. Saturday we heard from various members of the EAA staff, and had several “breakout” sessions to brainstorm in small groups. Topics covered included:

- o What is an EAA Chapter?
- o The 51% rule
- o Fundraising
- o Building membership
- o Recruitment techniques
- o How to involve families
- o New web-based resources

Items of particular interest (that is to say, things we can remember, or actually took the time to write down a note) included the following.

- o 35% of national EAA members are homebuilders (Joe Norris of the HQ staff has just been designated the “Homebuilders Community Manager”.)
- o 92% of EAA National members are on-line.
- o Since implementation of the Sport Pilot Rule, the expense of learning to fly has halved.

- o Only 1/3 of all chapters have a website (HQ plans to provide a template to help chapters set up their own website.)
- o Items considered inappropriate for a chapter include: owning a restaurant, sale of alcohol, being a flying club, operating a museum open to the public, owning and operating an aircraft.
- o There are 30,000 amateur-built aircraft on the FAA registry.
- o Experimental aircraft comprise 20 % of the single engine general aviation (GA) fleet and 10 percent of the entire GA fleet.
- o The FAA has been knowingly violating their own rules concerning the certification of experimental aircraft – certificates are being issued to aircraft that do not qualify. Homebuilt aircraft are intended to be one of a kind, where the pilot understands and deals with its idiosyncrasies. The 20 percent fabrication requirement proposed for the new ruling is too ambiguous – just how do you define fabrication? It will be hard for the FAA to enforce the existing 51% rule.
- o There is a “Special Program” for Young Eagle candidates, which provides a 6-month full membership in EAA National, which will be paid for by EAA National.
- o Barry Elk, Director of Membership Marketing, introduced us to a couple of programs: The “Family membership” priced at \$50 is back.
- o Student membership kits are available, to be “handed out” for \$10 to what we might consider “promising” candidates. These kits can be requested from the Chapter Office with no “up front” money.
- o EAA insurance no longer covers air shows.
- o Fund raising ideas included selling ads on place mats that are then used in local restaurants, sponsoring tie down spaces, lots of pancake breakfasts, the B-17 and Ford TriMotor tours (the Ford doesn't cross the Rockies), and garage sales. A couple of the Chapters had quality tee shirts made up, with their logo,

commemorating specific events, which were offered for sale to the attending public.

- The web-based resources were demonstrated live, and included:
- o "Sport Aviation" (the magazine) archives
 - o "Hints for Homebuilders" videos
 - o The EAA Insurance Form online
 - o On-line community work
 - o EAA speakers bureau (a catalog of speakers for chapter meetings)
 - o The EAA Calendar of Events

Sunday morning turned out to be quite lively. By then our group really had a lot of questions and topics to explore. One of the highlights was Dick Knapinski, the EAA's Public Relations Director. Not only did he have a lot of interesting things to say, but he is a very entertaining guy. He related a personal anecdote: As the official "Voice of EAA", while being interviewed by several media representatives in regard to an aircraft accident, he spoke whimsically in answer to the question concerning what homebuilders actually did. He said "Oh, they take old refrigerator boxes, put wings on them, and then they fly them." Naturally, this was the only thing quoted verbatim from the hours of interviews. His advice to the chapters is to get to know your local media. If at all possible, take them flying. Have one person in the chapter serve as the media contact. When addressing the media, stick to the points you want to make and don't speculate! He is willing to have his name and number given out when the media want information regarding any specific incident.

Dick Knapinski (920) 426-6523

The media love:

- o Things with kids,
- o Things unusual (such as building your own aircraft), and
- o The underdog!

We asked for some advice on dealing with an airport threatened by real estate developers and business jets squeezing out the small guys. Advice received included:

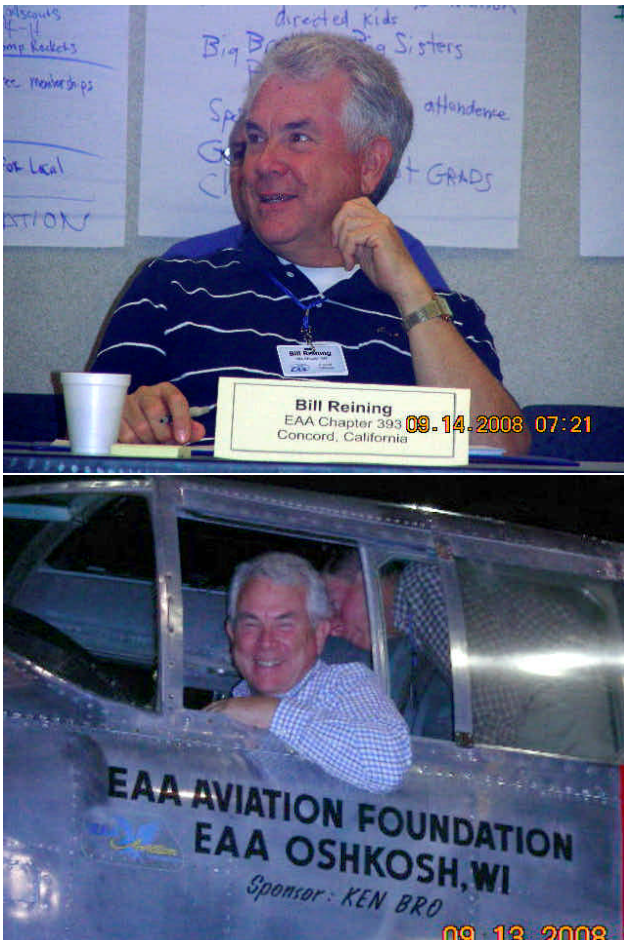
- o Work with the local media
- o Fly handicapped kids in a special event
- o Publicize the Young Eagles

- o Get a chapter member on the local airport board
- o Publicize the many roles of general aviation
- o Find out if any VIPs with political clout use the airport
- o Offer to assist the airport with tours and support at events
- o Investigate whether any major corporations use the airport
- o Play up the airport's historical significance
- o Work with the California Pilot's Association and AOPA

There was much to learn from our fellow classmates. Several chapters had done some very impressive things, including hosting air shows and building their own hangar from the proceeds. Most were experts at holding pancake breakfasts and Young Eagle events. We were particularly impressed with Terri Gorman, who is the former President and current VP of Chapter 62 in San Jose. She is a real dynamo, who has lots of useful ideas and is more than willing to share. She invited our chapter to join hers on many events. We were given some good information on learning the art of "Grant Writing". There is an appreciable amount of money available to non-profit groups in educational pursuits.

We were provided with a "Staff Contact List", which we brought home with us. If you can define what it is you need help with, we have the telephone numbers & email addresses of the appropriate people. They made it abundantly clear that they work for us, the members of EAA.

Last but not least, on Saturday night we were treated to a behind-the-scenes tour of the EAA Museum by Adam Smith, the museum director's boss. We were allowed to step across the barriers around the aircraft, and actually climb into the cockpit of several Warbirds. Bill left his fingerprints inside the cockpit of the B-25. It was truly a night to remember!



Dinner Coordination by Rick Bourgeois
Members of 393,

We've had several dinners prior to the meeting, and from our observation it seems that everyone enjoys the meal as well as the comradeship of their fellow members. We have come to a crossroad with these meals in that they were provided by the same members for most of the meals, with two meals that were catered. We would like to take a poll of the members that attend the meetings on whether they would like to stay with the potluck dinner, or have the dinners catered.

If the poll favors the potluck dinners, we would like more people to pitch in with the food. Maybe we could assign a group of members for each meeting, giving us a change in food, and maintaining the cost of \$5 per member.

If the poll favors the dinners catered by the chapter, we need to know what types of food you would like served; catered meals

most likely mean an increase in the cost for each meal.

You can let us know your choice on the membership sign up sheet at the next meeting – potluck, or catered (ideas).

Thanks, Rick

EAA Calendars by Ray Nilson

I will be selling calendars at the October meeting and subsequently until they are gone. I haven't seen them yet but the pictures are always worth more than the price -- \$10.00 each with the profit going to 393. Last year several people were disappointed when they were too late to ask for one (or two).

Young Eagles by Dick Sperling

Our next, but not last Young Eagles Rally for this year has been confirmed for Saturday, 18 October 2008!

We will be hosting close to 30 Boy Scouts plus 10 students from a Sacramento School along with a dad. The dad (James Swanson) is one of our very own tower ATC Controllers and will also guide the YE's through the tower! Tracy Peters has agreed to come out of retirement to be the leader of the BSA Aviation Merit Badge activity!

Please mark your calendars for Saturday, 18 October, 2008. I will need your help to make this a chapter success! Tentatively, our plan will be for a briefing at 08:15 AM with coffee and donuts for pilots and ground help. I'll meet & greet the Boy Scout helpers at about 8:45 and we will start registration at 09:00 AM. Flights for the Sacramento YE's will start by 10:00 and Boy Scouts about 11:00. The day may continue until about 2:00 to 3:00 PM this time so plan accordingly. Updates will be emailed as needed.

I have also been contacted again by the Navy Sea Cadets and they have asked for a short YE Rally in November. Looks like a total of about 10 to 12 Cadets will attend and I have tentatively set Saturday, 8 November as a date with 15th as a rain date! Details to follow later.

Thanks for your help, Dick Sperling,
Young Eagles Coordinator.

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 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.

Send us your suggestions for interesting destinations.

On the Radar Screen

Mon, Oct 27, 7-9 PM, **Mastering Takeoffs & Landings**, an AOPA Safety Foundation Course, at the Holiday Inn Concord, 1050 Burnett Ave., Concord, CA

Mixer & EAA 393 General Meeting Report September 17, 2008

EAA Chapter 393 hosted a mixer for the Pleasant Hill and Concord Chambers of Commerce, before the start of the regular meeting. We provided food and the Chambers provided a no-host bar for the members. The Chapter brought 11 aircraft over for viewing. Sterling Aviation allowed us to use their ramp space and the airport provided stanchions and rope for crowd control.

We were able to meet many leaders in the business community and talk about our organization and activities, and the importance of the airport to us and local businesses.



President Ken McKenzie opened the meeting with a welcome for members and guests. Guests included (apologies in advance for mangling these names) Renee Robinson, Bob Sinclair and Eric Schultz. Renee is an ultralight pilot who is transitioning to a Randkar Xair Hawk, a two place LSA with a Rotax 582 engine. Bob is a long time Livermore member with a beautiful Lancair 320. Eric was a member in the '80s, and flew a plans-built aircraft powered by a Volkswagen engine. The aircraft was damaged after 3 years, but is now almost restored.

Business:

Bob Belshe noted the sectionals covering the tables where we meet and asked on behalf of MDPA that we take extra care with them.

Scott Achelis announced that Tom Howard has agreed to help plan the fly-outs. Plans for the September 20 fly-out were discussed, with Auburn as the destination.

Ken McKenzie noted that since the withdrawal of ADG as a hangar developer, Pacific Aviation Development is interested in developing hangars.

http://www.theparkvny.com/index_ccr.html

They are hoping to get approval to sell fuel as well.

Presentation: Melissa Holmes, “The Other Side of the Microphone”

Melissa was an air traffic controller at Oakland Center for 11 years, then a supervisor for 4 years, and is now a manager.

Oakland Center is responsible for two kinds of operations: domestic and oceanic. Her expertise is in oceanic operations, although as a manager, she now has more contact with the domestic operations. Including Oakland, there are 22 Centers across the country. The Centers do the majority of air traffic control. Approach controllers also do substantial air traffic control.

Melissa described the Oakland airspace and sector boundaries. The boundaries are based on traffic patterns and arranged to minimize the number of controller-to-controller handoffs, and to equalize the workload.

In response to a question, Melissa noted that when the President flies in their airspace, he gets special treatment: a supervisor is always plugged in (monitoring); and other flights are cleared from the area. She noted that the President’s plane flies faster and a bit lower than airline traffic.

Dick Sperling asked how Air Defense Identification Zone (ADIZ) is handled. On the West Coast, the ADIZ is outside of radar coverage. The Center sends the aircraft identification to Air Defense and they identify the aircraft, so the Center is not directly involved.

Was Melissa working on 9/11? No, she was on vacation in Switzerland. She had some trouble getting home, too!

Melissa reviewed VFR flight following. This is a discretionary service, so when controllers get busy, they may have to discontinue the service. A common mistake is to not properly terminate flight following. If a pilot just “disappears,” the Center must

track you down. The manager will call your destination trying to find you, including airport staff, restaurants, or even the sheriff. On the last occurrence of this, they ended up calling the air force. So, if you can’t contact ATC, try to relay through another aircraft if you can, or call Flight Service when you land.

Melissa noted that Flight Service got a bad reputation when it was privatized. Some pilots tried to call the Center facility directly. Melissa noted that the Center cannot help you unless you call on a recorded line. There are some direct clearance delivery numbers for this purpose. Otherwise call on the radio, not the telephone. Also, you should report problems with the Flight Service Stations.

The Oakland, New York, and Alaska Centers are the U.S. Centers that have both domestic and oceanic airspace. The Oakland Center must coordinate flights with about 20 international facilities. If you are going to Hawaii, it is all the same sector. Over the ocean, Class A airspace starts at 5,500 feet. You could go VFR below this, but you would have to talk to the Center anyway. Over the ocean you must have High Frequency (HF, 5 to 10 Mhz) radios. This is an ICAO (International Civil Aviation Organization) requirement. You could also call on a Satellite phone. But you still must monitor the HF radio, as the Center is not able to call you on the Satellite phone (they don’t have your access code). The offshore control zone is about 250 miles west of San Francisco. The ICAO has jurisdiction here, and they have granted the US the right to do air traffic control.

They see flights to Hawaii in small aircraft an average of once a month. However, small aircraft must wait for the right wind conditions, so there tend to be several flights over the course of several weeks and then none for a couple months. There are also flights to Christmas Island, Fiji and Tahiti.

On the HF radio, you talk to Aeronautical Radio, Inc. (ARINC), a corporation originally set up by the airlines to put HF radios

around the oceans. If you are flying to Hawaii, you must make position reports every hour (1 hr, 20 min at most). You provide your position, altitude and time; your estimated next position and time (1 hr away); and the succeeding position (2 hrs away). The satellite phones can help make position reports – call 510 745-3215. But it's better to make position reports by HF radio. Oakland Center uses your position report to separate you from other aircraft.

Commercial flights to Hawaii tend to have rush hours. On an average morning rush, there will be about 20 leaving out of SFO and 25 leaving out of LAX. The airlines in this area communicate with the Oakland Center via HF radio, through ARINC. Flights from the Orient to North America have more sophisticated equipment, which usually includes ADS-C (Automatic Dependent Surveillance, Contract) and Controller-Pilot Datalink (CPDLC). ADS-C is a satellite-based position report, where the aircraft avionics automatically down-links a position report to Oakland Center's equipment. The frequency of the downlinks is based on the separation standards being used and is based on a "contract" set up by Oakland Center's equipment. CPDLC is like text-messaging between the pilot and controller (via satellite) and is used for clearances or any other communication that needs to take place between pilot and controller. Separation standards over land are 5 NM; over water the separation depends on aircraft equipment but is usually 50 NM.

Melissa's final advice for those flying to Hawaii is take an alarm clock! More than one pilot has fallen asleep on the flight!

Q: What about "free flight?" A: Free Flight is pretty close in oceanic airspace, and farther away domestically.

Q: Are there aircraft that you can't see?
A: In the valleys, the radar often does not reach there. And military planes may have their transponders turned off. Since Center radar display software omits primary targets {those without transponders} above FL 240, those aircraft would not be seen.

Q: Is ATC hiring more staff? A: Yes, they had requested 91 for September. Now they must be trained. There are co-op schools for prospective controllers. You attend a school, take a test, and then you are on the list. There is an age limit, though. You must get hired before your 32nd birthday.

Q: Are there any tests to be sure you are a calm person? A: No.

EAA 393 Board Meeting Notes

October 7, 2008

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

1. Ken introduced Rick Lindstrom and Cory Emberson, who explained their new business venture at the Livermore airport: "First Light Aviation Group" (more information in the article below).

2. Treasurer report (Louis Goodell) - \$502.76 in checking; and \$2650.41 in savings. Expenses for last month were higher than usual, including ~\$200 for the mixer food, \$200 for our rent to MDPA, \$100 for YE patches, \$50 to reserve Marie Callender's for our Holiday Party, \$50 for a Chapter DVD player, and \$40 for meeting room key deposits. Upcoming expenses include \$200 for renewing our insurance with EAA National, \$80 for publishing the Cleco, and \$80 for our P.O. Box.

We should charge more for dinner to avoid losing money, and make sure the Chapter does not overly subsidize our Holiday Party.

3. Bill Reining has planned the next "speaker" to be a tour of projects under construction.

In November, Dave Saylor from AirCrafters (WVI) will speak.

For January, Bill has some ideas from the San Jose Chapter, from the recent Oshkosh Leadership Forum.

4. Dick Sperling covered YE plans. Dick is still working on getting MDPA to do a pancake breakfast in conjunction with our YE events. If weather is a problem, Dick will do the academic work for the Scouts and cancel the flying. They can fulfill the badge requirements with an aircraft walk around inspection.

Ken requested that we not neglect the general public in favor of the Scouts.

Bill Reining had dinner at Oshkosh with the YE administrator Michelle Kunes, and he reminded us that adults given rides are not insured by EAA.

5. Sara Holmes volunteered to organize the Holiday Party at Marie Callender's. Attendance is limited to 64 seats. If additional people show up, they will have to eat in the regular restaurant section.

Louis Goodell will handle the reservations and nametags, providing Sara with the entrée and dessert choices to tell the restaurant.

6. Bill Reining has volunteered to chair the B-17 visit next spring. Rick Bourgeois noted that Napa does a great job with the B-17. A good point of contact there is Keith Hezmalhalch. Guy Jones pointed out that Brent Segetti has a P-51 Mustang that he would be willing to bring to Concord during the B-17 visit for use as a static display. (We might have to reimburse him for avgas.)

7. The details of dinner for the October 22 meeting were discussed.

8. Bill Reining and Guy Jones noted their trip to EAA's Leadership Academy (covered above).

First Light Aviation Group

At our recent board meeting, Rick Lindstrom and Cory Emberson came to introduce their new Build Center at Livermore. It's a **place to build your aircraft**. <http://www.flaglvk.com/> They have an 8,000 sq. ft. shop with space for 4 or

more projects. They expect it to cost about the same as a T-hangar to rent. Beyond space, they have specialized tools for use, frequently needed parts for sale, and can arrange for A&P assistance and question answering. On the weekend of November 14, they will have a "Corvair College" as this engine is one of their areas of expertise.

Hangar Space Available

Shared Hangar space available.....ideal for HIGH "SHORT" WINGED A/C or project West Ramp CCR \$210/mo

Pete Wiebens, 925-933-7517

From the Mail Bag

Subject: **Aviation Magazines**

From: Jon Nackerud jnackerud@livedata.com

Dear Chapter 393

As an ex pilot, I have a few things lying about that may be of interest to some of your newer members. Among them, the following magazines, now boxed up, which I'd like to see get a good home. Here's a list, followed by my phone number if anyone is interested:

- AOPA Pilot - All issues from 1980 through 2004 except: January and February 1980, August 1987, April 1990, April through December 2004
- Sport Aviation - All issues from 1982 through 2003 except: January through June 1982, July 1987, June through August 1988, September 1989, October and November 1992, December 1996, December 1999
- Experimenter - All issues from 1990 through 2003 except: January through September 1990, October and November 1992, April through December 1997, December 1999, March and April 2000
- EAA Technical Counselor News - Most issues, 1990 through 1997

Jon Nackerud (510) 524.2640



EAA 393 ANNUAL HOLIDAY PARTY

Saturday, December 6, 2008

Join the festivities at Marie Callender's, 2090 Diamond Blvd., Concord, CA

Social Hour with No-Host Bar (6 PM)

**Dinner Includes: Caesar Salad, Cornbread, Fountain
Drinks, Iced Tea or Coffee, Wine with Dinner
And choice of Entrée and Dessert
(Served at 7 PM)**

ENTRÉE CHOICES:

Pepper-Crusted Hand-Carved Tri-Tip
Fresh Lemon Pepper-Crusted Salmon
Artichoke Mushroom Chicken

DESSERT CHOICES:

Apple Pie
Chocolate Cream Pie
Lemon Meringue Pie

All this for \$35 per person!!

Please send us your money by November 26, 2008 or bring this to the meeting Nov 19th.
Seating is limited to 64 total for members and guests, 1st come, 1st serve for reservations.

Name _____ [] Tri-Tip [] Salmon [] Chicken
[] Apple [] Chocolate Cream [] Lemon Meringue

Guest _____ [] Tri-Tip [] Salmon [] Chicken
[] Apple [] Chocolate Cream [] Lemon Meringue

Members & guests: \$35 each. You may fold and tape this sheet with your check inside.

Amount enclosed: _____

Make your checks payable to **EAA Chapter 393**. Send the form and your check to:

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

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

More from the Mail Bag

Dear Mr. Holmes,

My name is Christopher Regis, a fellow EAA member here in Florida. I represent **Paradise Aircraft**, a certified Light Sport Aircraft manufacturer here in the US. Paradise is a very successful company in Brazil with over 25 years in the aviation market. We are new to the US market and we are getting ready to display our P-1 S-LSA model at next month's Copperstate Expo in Arizona.

I would like to invite your entire chapter to visit us and possibly schedule some demo flights. Our P-1 is a beautiful all metal high wing aircraft that is very safe, comfortable and economic!!! It's manufactured in Brazil and assembled here in Sebring, FL.

<http://www.paradiseaircraft.us/>

Thank you for your time Mr. Holmes and hope to see you all at Copperstate.

Best regards, Christopher L. Regis,
Sales & Marketing, Paradise USA LLC

Subject: **EAA Tech Inspections**

Rick,

Thank you, again, for your support, findings and especially for sharing with me all the good ideas you've found over the years. My confidence in my airplane has been considerably raised as a result of your input with these inspections you've done for me. I have to hand it to the EAA, it's a great program. But it's only as good as the thoroughness of the folks like you who rigorously inspect and suggest and help builders like me.

Regards, Gene Stangel

PS You can be sure to receive an invite to the Post-First-Flight Party!

Thanks to our Donors and Sponsors



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The Experimental Aircraft Association Chapter 393 of Concord, CA

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Meeting Schedule (2008/2009)

General (Wed.)	Fly-out (Sat.)	Board (Tue.)
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Oct 18, Young Eagle Flights

Oct 22	Oct 25	Nov 4
Nov 19	Nov 22	Dec 2
Dec 6, Holiday Party	Dec 27	Jan 6
Jan 28, 2009	Jan 31	Feb 3
Feb 25, 2009	Feb 28	Mar 3
Mar 25, 2009	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 24	Jun 27	Jul 7

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 272725
Concord, CA 94527-2725



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

