



February 25

We will be showing a video on Flutter Prediction from Martin Hollmann (30 minutes) <http://www.aircraftdesigns.com/> followed by extended introductions to allow all of us to catch up on our neighbors' progress.

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!

March 25: Rico Sharqawi will talk about the upcoming film "A Pilot's Story"
<http://www.apilotsstory.com/>

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

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

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

Possible talk from Charles Deavers, the new CCR Control Tower manager

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 aviation life: phone, email, project, etc.

Presidential perspective:

Thinking About the Future

I've been reflecting a lot lately on how our chapter has changed in the 20+ years since I first joined.

In the late 1980's we had a very active group of builders. The RV's were coming into their own, Lancairs were just taking off and the Glasairs were beginning to fly in serious numbers. We must have had 20 projects under way.

As is the trend with EAA National, our chapter is also seeing a shift from a focus purely on builders to a larger scope, including all aspects of recreational aviation.

But we still have over a dozen projects in progress. Regular progress reports from the current builders would help raise awareness of these projects. They would provide new building hints and facilitate requests for solutions to problems.

In short, our scope has expanded to include aviation enthusiasts of all types and not just builders. In fact, we likely do mirror the national trend. I believe that most of our members would be more actively involved in aviation if there were resources that they could take advantage of to reduce the financial, time and inertia problems of building an airplane in the Concord area.

Here are the primary obstacles as I see them:

1. **Financial:** Most people I know can't afford to own an airplane by themselves.
2. **Where to build:** Hangars are expensive (when you can find one) and east ramp hangars, where many of this club's best known aircraft were built, are now off limits to builders.
3. **Help:** While there are not as many builders at the airport, they can usually get help when needed. The builders at home, however, could

really benefit from a place to bring their projects and get help.

I believe I have a possible solution to these and many other aviation problems I've been thinking about. My solution isn't easy or cheap, but if we don't make a commitment to begin to solve these problems now, they will never get solved.

Lately, every time I drive by a certain vacant lot across from FedEx, (at the corner of Center Ave. and Marsh Dr. next to the airport) I think what a great location it would be for a club house for Chapter 393. In fact, I have done some back-of-the-envelope calculations and it looks like we could put a 6000 sq. ft. building on the site that would have the following benefits:

- o Two 30'x40' workshops for projects
- o Meeting room for 150
- o Dining room for 152
- o Kitchen
- o Two 400 sq. ft. classrooms
- o Six offices
- o Two storerooms
- o Bathrooms with showers
- o Parking for 22 autos
- o Proximity to the airport

This goes way beyond what the chapter needs in a building. However, this is exactly what the airport needs in an Aviation Education Center!

I'm proposing that Chapter 393 take on the task of making this building a reality in the next few years. I believe that if we were to begin this project now, there are enough friends of aviation in the Buchanan area to ensure that the money and volunteers needed to see this through to completion would be found.

Why now? Well, why put it off that much longer? This project is just what the local community needs to help put aviation back on it's feet. Chapter 393 needs this ASAP. This land won't stay available forever.

So here's what I need to begin. I need a few dedicated volunteers to form a committee that can divide up the tasks and attack this project in manageable chunks. Such a committee will ensure that continuity won't be lost if anyone finds that they are

unable to continue. I will volunteer to head this project for the next few years. Now, who wants to help make this happen? Contact me if you are interested, or just want to find out more about it. I should have drawings at the next meeting.

The Menu by Rick Bourgeois

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

- o Spiral cut ham
- o Green Beans
- o Mashed Potatoes
- o Dinner Rolls
- o Green Salad
- o Chocolate Chip Cookies
- o Drinks

Young Eagles by Dick Sperling

We are looking at doing about four to six Young Eagles' events in 2009. We have interest from the Sea Cadets and Boy Scouts for two to three events. One or two more events would be geared to 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.

Here is a tentative schedule:

April 18 – mainly for Sea Cadets

May 9 or 16

June 21 – with the CCR Open House

August 15

September 12

October 17

There was discussion on what to tell your (Young Eagle) passengers before you depart in your airplane. Recommended topics include propeller safety, seat belt use, how to open the door(s), headset use, watching for and calling out traffic, don't operate the controls unless invited, whether to expect turbulence, and the sterile cockpit concept. An example list:

THE FAA'S PASSENGER SAFETY BRIEFING CARD	
S	<ul style="list-style-type: none"> • Seat belts fastened for taxi, takeoff and landing. • Shoulder harnesses fastened for takeoff and landing. • Seat position adjusted and locked into place.
A	<ul style="list-style-type: none"> • Air vents (location and operation). • All environmental controls (discuss). • Action in case of any passenger discomfort.
F	<ul style="list-style-type: none"> • Fire extinguisher (location and operation).
E	<ul style="list-style-type: none"> • Exit doors (how to secure; how to open). • Emergency evacuation plan. • Emergency/survival kit (location and contents). • Equipment (location and operations).
T	<ul style="list-style-type: none"> • Traffic (scanning, spotting, notifying pilot). • Talking ("sterile cockpit" expectations).
Y	<ul style="list-style-type: none"> • Your questions (speak up).

The card above is taken from the FAA's Aviation Safety News for January of 2007. <https://www.faasafety.gov/files/gslac/library/documents/2007/Jan/14082/6.5%20Passenger%20Safety%20Briefing%20JanFeb07.pdf>

There are many other resources on the internet, just search for "general aviation passenger safety briefing". An amusing article by Dave Higdon "Dangerous Passenger Tricks " is in Aviation Safety for February 2009 <http://www.aviationsafetymagazine.com/>

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.]

EAA 393 General Meeting Report

January 28, 2009

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

Guests included:

- Bill Hebert lives nearby and is building an RV-7 taildragger.

- Dick Otto is at CCR, building a Zodiac XL.

Louis Goodell, Treasurer, reported \$640.15 in the checking account and \$2,651.03 in our money market account.

Ken McKenzie reported our insurance through EAA National has gone up from \$177 to \$329 per year, as a result of having a "real" place to meet with storage space.

Tom Howard suggested fly-out destinations (for January 31) and Willows WLW (Nancy's Café) was selected. Departure time was set at 11:00 am.

Rich Cunningham, Government Affairs Coordinator, noted that Concord had a new Air Traffic Manager at the Concord Control Tower: Charles Deavers, from Oakland. A letter of introduction and a survey questionnaire are on our web site:

http://www.eaa393.org/CCR_ATC_Deavers2009.pdf You are encouraged to complete the survey on pages 2 & 3. Rich also noted the AOPA PAC (Political Action Committee) as a defender of pilots and airports; you may want to contribute to them.

Ken thanked Duane Allen for making copies of Martin Hollmann's "Flutter Prediction" DVD for members that would like them.

Presentation:

Bill Reining introduced our speaker, Stewart Munson, who explained and demonstrated his AVIATRIUM computer software that portrays airspace, approach paths, and other aeronautical information over Google Earth images.

Stewart noted he has a background in art and even spent a year in Florence. He built sets for theatres and created proposals using Adobe Illustrator. Later he ran the pilot shop in Petaluma and came up with his idea for visualizing airspaces. He uses Google Sketchup to convert the FAA airspace information into a form that can be overlaid on Google Earth.

(<http://sketchup.google.com/>). This allows you

to view approaches on top of high quality photographs of the actual terrain.

Stewart has put most of his effort into portraying the airspace near Petaluma, extending down to the San Francisco Class B airspace and including the Travis AFB airspace. He demonstrated:

- How to avoid the “house with the red tile roof” under the Petaluma traffic pattern.
- an image of the Travis Alert Area.
- a 3-D tour over to Santa Rosa and down to Point Reyes, including Gness and Petaluma, and then on down to SFO, showing San Carlos and Palo Alto. The Class B airspace boundaries as well as approaches to all the airports were shown.

He has generated some interest and even some funding to go to Washington, D.C. and promote it with various congressmen.

He would like to get the Feds to license his work and take it over. He notes that GPS usage among GA pilots has increased tremendously in the last 4 years; now almost all aircraft have a GPS, at least a handheld if not a panel mounted unit.

Questions:

Q: What was the Washington, D. C. response? A: They recognize the problem of complex airspace shapes. No one argued against it.

Q: Has he approached any of the EFIS manufacturers? A: They have synthetic vision – adding this stuff would be really good. However, they have no satellite photographs in the EFIS.

Q: Did he get a satellite map and try it in the air? A: Yes, but you don't capture the bank angles, etc.

He has taken it to Caltrans and they were impressed. It would be possible to superimpose fires over the airspace for use by aerial firefighters.

EAA 393 Board Meeting Notes

February 3, 2009

Attending: Ken McKenzie, Bill Reining, Pete Mitchell, Louis Goodell, Harvard

Holmes, Dick Sperling, Rick Bourgeois, Guy Jones

1. Ken is still talking to EAA headquarters about participating again in the Maker Faire. He has a call for proposals from the Maker Faire. The Faire is May 30-31, 2009. <http://makerfaire.com/>
2. Louis Goodell reported \$4,009.29 in the bank. Paid bills include \$379 for EAA national for membership and insurance. Upcoming bills include \$600 to MDPA for our meeting room and \$75 to Rich Bourgeois for the meeting dinners. Generally, the meeting dinners produce a positive cash flow. We also need to pay the state \$25 to register the chapter. Only 21 out of about 85 members have paid their dues. Bill Reining asked what we do about members who do not pay their dues (deadbeats)?
3. Louis wants to print the next issue of the Cleco on his new laser printer. He usually prints about 75 Clecos.
4. We want to reduce Cleco printing costs by sending more of them electronically. The newsletter editor was requested to include a notice with the next Cleco that subsequent issues would be electronic, unless the recipient requested a paper copy. This should be very prominent, perhaps a separate page.
5. A revision of the Bylaws was discussed. Ours are old and very short (3 pages) and do not cover very many specific situations. EAA National has recommended that chapters follow the national Bylaws framework (about 20+ pages). It was noted that other chapters have many more formalities, including the requirement to publish any issue in the newsletter before having a vote of the members. Ken proposed to revisit the issue of new Bylaws after next month's board meeting.
6. Bill Reining reported that our speaker for February had backed out and an alternate speaker had not responded. We will have a DVD on flutter prediction and extended introductions.
7. Bill Reining distributed draft business cards for the board members who need them. He will then print them on Avery blanks.
8. Dick Sperling noted that Rhu Bigay got his picture in the Contra Costa Times as a result of

the aviation artwork (print) that was presented to the Airports Office.

9. Dick Sperling announced a tentative schedule for Young Eagles flights.

10. Rick Bourgeois presented a menu for the next meeting. There was discussion about whether to buy the coffee percolators from Louis Goodell, since he only uses them to make coffee for the chapter meetings.

11. Strategies to make the chapter more welcoming to new members were discussed. Getting our name more prominently displayed would be a clear benefit, even if only for the evenings of the meetings. Possible candidates for a new membership coordinator were discussed.

12. Discussion continued from several months ago on the opportunities to get donated land and a building for an airport educational facility. With the current economy, the prospects are not as encouraging as they once were.



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.

Fly-out to Willows (Nancy's Café)

January 31, 2009

Your reporter wasn't able to make it, so there are no pictures, but we heard that lots of people and aircraft did participate, even including a twin!

Informal Fly-out to Petaluma

February 4, 2009

We also had a good turnout for this one,.



Harvard brought Vi Egli and Duane Allen



Bob Belshe came in his Lancair 235



Duane Allen's friend came in this Cardinal



Ron Robinson came in his Glasair I RG



Bill Reining flew up from Oakland in the Citabria



Phil Jenkins flew his Glasair II RG



Gene Stangel's Glasair II is newly flying



Ken Wiley came in his Glastar





Rumors of sanity dispelled...



1966 Mooney M20E for Sale

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

Special price for EAA 393 members!

Harvard Holmes 510 526 5347

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**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

- | | | |
|---------------------|--|--------------|
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Meeting and Event Schedule (2009)

Board	Y Eagles	General	Fly-out	Other
Jan 6		Jan 28	Jan 31	
Feb 3		Feb 25	Feb 28	
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>		<i>Jul 18</i>
		<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	
Oct 6	Oct 17	Oct 28**	Oct 31	
Nov 3		Nov 18	Nov 21	
Dec 1				
		<i>Holiday Party</i>		<i>Dec 13</i>

* nominations
** elections

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

