

AUGUST 25, 2010

This Month's Speaker is:

Faride Khalaf, IA United Airlines, private pilot and aviation historian

The presentation: The first 700 seconds of the Launch of a Saturn V. We all want to know what goes on



between the "blastoff"! and the rocket reaching the necessary velocity to achieve orbit. This is the first 700 seconds of the largest American rocket ever built: the Saturn V.

The Menu

by Rick Bourgeois

Dinner is served beginning at 6:30pm – Price is \$7:

- Roasted Chicken
- Potato Salad
- Beverages
- Ice Cream
- Kernel Corn
- Green Salad
- Chocolate Chip Cookies

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

Rick thinks a **pancake breakfast** would be fun. Do you? **Would you attend? Let Rick know!**

Notes from the President

Do friends let friends... fly dangerously?

Let me explain. A very sobering moment occurred during my wanderings at AirVenture 2010. I talked to two people who were friends of the RV-10 pilot who crashed and died several years ago. They were discussing the recent NTSB report of the crash. I had met the pilot and saw his airplane and its Subaru engine on display at the Oshkosh air show just a few months before the fatal crash. On the morning of the last flight, the pilot took off by himself for a little practice in the landing pattern before taking his family on their first cross country flight in the RV-10. The engine and propeller were not running properly, the aircraft landed in a field, hit an embankment and burst into flame. There weren't too many RV-10's flying at that point, especially with alternative engines, so the whole RV-10 community was keenly interested in what went wrong. We had to wait these several years to find out.

In short, this pilot was in such a hurry to get the airplane flying that he took way too many shortcuts. The one that killed him: he crimped his heavy duty wire from the battery with a pair of ordinary channel-lock pliers. The NTSB figured out that this very poor crimp caused the electrical system to become intermittent. The engine and electrically controlled prop both behaved erratically. The pilot did a poor job with his forced landing.

Now here's the kicker: the fellows I talked to had been consulted by this pilot within days of his fatal flight. They each confessed that they knew at the time that this pilot and his airplane were not safe. There were many shortcuts and discrepancies (e.g. way too little time logged in the flight test phase, a big rush to bring the airplane to Oshkosh, no calibration of the sensors feeding the sophisticated EFIS, no knowledge of the proper operation of many of the installed systems, etc.) While these friends cautioned this now-deceased pilot about his shortcuts, they took no positive action to prevent him from flying. I detected a deep sense of remorse from each person as we talked.

So: would you let one of your friends fly dangerously?

Young Eagles

Volunteers Needed!!!

We have had two successful Young Eagles Rallies this year and have taken a total of 60 young people for their first flight experience! Additionally, we have taken 21 adults for orientation rides! A spectacular record for the EAA Chapter 393 mini airline!

Thank you all for your help on making this happen!

Now it's onward and upward as we approach the Fall of 2010!!! There are three more rallies planned. Our next Young Eagle Rally is scheduled for August 28th, which is fast approaching!

I'll need your help to make it happen!! Our pilot briefing will be at **08:00 AM** with coffee and donuts available! (Fuel chits are available from PSA, but must be used that same day!)

The following events are also planned:

Sept 18, (Boy Scout AVIATION Merit Badge)

Oct 16, (Sea Cadet Ship Concord, YE Rides)

All these events are important and I look forward to working with all the volunteers on those dates!

Rich Sperling
EAA Ch 393.
Young Eagle Coordinator

Member Profile: Renee Robinson

Flying has always been an interest of mine. However, growing up on a Missouri farm, I only saw airplanes on TV. After high school I decided to join the Air Force. As it turned out, I did well on the entry test for mechanical knowledge- so I was assigned as a crew chief on F-15s. For 3 years I was stationed at Tyndall AFB, FL. Every day I learned more about how the planes worked but I had to watch someone else fly them.☹ This is when I started with flight simulators on a home PC. After 3 years, the Air Force then provided me training on satellite communication systems, among other things. From there I was stationed near Colorado Springs, CO, then South Korea, then McClellan AFB in Sacramento. After a total of 8 years active duty, I decided to go back to the civilian life, sort of. I continued to serve in the Air National Guard for another 6 years while working full time for MCI (on FAA circuits), then Lockheed Martin (installing FAA equipment). During my MCI days, I was driving past the Turlock airport and decided to take my lunch break in a two-seat ultra-light. I was hooked!!!



I knew I had to fly- it was just a matter of time and money.☺ A couple of months later I went for a ride in a Cessna 172 as a birthday present to myself. Between the hazy windshield and the 'big-bus' feel of the airplane, I decided I would rather learn in an ultra-light. It was still another 8 months or so before I finally bought a Kolb Firestar KXP.



Then almost immediately I started my training in a Quicksilver GT500.



10 flight hours later, I soloed in my Firestar and was on my own. During my training I was always taught to plan for an engine failure. We must have simulated at least 7 failures in those 10 hours. In the Central valley North of Sacramento there are a lot of landing choices too. So after only 5 hours of solo time when I had my first actual engine failure, my first thought was "UUUggghhh, I am going to have to walk back to the field 4 miles away, then get my plane towed!" As luck would have it, the engine did restart and we later found a bad piston. I put another 130 hours on the Firestar without a problem. After that, I had to take a break from flying for a few years due to job

problems. In 2005 I was hired on to work on telecommunications systems at Oakland Center. Now with a stable job again, I was finally going to get back into flying. While trying to get my Sport pilot certificate, I had 1 instructor quit, 1 plane destroyed by a second instructor, 1 instructor with which I had a conflict learning from, and 1 airplane that was too sensitive for me. Finally I just decided to get my Private certificate instead. Bill pointed me to Drew Kemp. So in February I studied the King Schools computer course in 3 days and took my written test before even meeting Drew. With only a one month break due to a business trip, I was able to complete my training and take my check ride on June 30th of this year. Now when I fly solo, it is in my Rans S-14 (Experimental Light Sport).



I also have the ability to rent a Cessna 172 if I want to take someone with me.

Photos From the Chapter Picnic



Reflections on AirVenture 2010

By Bill Reining

When I arrived at noon on Sunday, July 25 the North 40 was vacant! Normally by the day before the show it is jammed full of airplanes and tents. My friends and I also noticed as we drove into town that all the parking lots around various businesses and malls were full of recreational vehicles. The headline in the daily show newspaper said it all: "Welcome to Sploshkosh!" It had rained so much the week before that the ground was literally saturated. The show officials quickly determined that it was unsafe to taxi or park aircraft on such wet ground (they used a simple test – their golf carts were sinking!) Fortunately it didn't rain much at all during the show, so the ground did gradually dry out, and aircraft were eventually parked on the grounds. Most folks who had flown their own aircraft to Oshkosh ended up at airfields all around northern Wisconsin. Having rented cars or made other arrangements, many left their aircraft where they were.

There were still plenty of aircraft to view and admire. The warbirds were out in strength. Here's a Corsair like the one our Phil Jenkins flew.



AeroShell Square was full of interesting birds, though nothing really spectacular appeared this year (i.e. no enormous Airbus, no SpaceShip One or Two.) The tilt-wing Osprey was certainly a hit.

I was eating lunch one day and getting to know an English gentleman across the table from me. He had flown DC-3's for Air Anglia over the North Sea out of England. Just as we were talking a formation of them flew overhead. My new friend was visibly moved to see them – he practically cried.



I must confess that I spent a lot of my time either in various forums or wandering by the vendor exhibits in the A, B, C and D buildings. Burt Rutan gave a very interesting and thought provoking forum on Commercial Space Flights. Mike Busch educated all of us on aircraft maintenance. Marc Ausman of Vertical Power introduced their latest product – an electronic circuit breaker wiring system that will interface to any of several popular experimental EFIS systems. A Coast Guard Captain gave an excellent talk on ditching aircraft and water survival. My take away lessons were: if you are not wearing your floatation, you won't have it when you need it. 406 MHz ELT's are the way to go if you want to be found – they are miles more accurate and produce a much quicker Search and Rescue response.

The vendors were out in force. Aircraft Spruce occupied one whole side of a building. They were offering show special discounts, plus free shipping. The crowd at their counter was three deep at times! Bose had a separate tent



and introduced and demonstrated a newer model of their famous (and expensive) noise cancelling headset. Garmin also had several tents in addition to their exhibit,

demonstrating virtually all of their Electronic Flight Instruments as well as portable GPS and various radios. Each of the popular experimental EFIS suppliers had their models on display, as well as the major avionics suppliers. The list goes on and on. I found it very useful to find the suppliers of specific equipment we already own to get answers to various issues (for example, the microphone on one of my older headsets isn't very sensitive – the vendor acknowledged the situation and gave me a nice discount on a replacement.)

There are times during a typical day at Oshkosh when I was just happy to stop and watch the world go by. Often during such moments there would be something interesting to see in the sky. One of my personal favorites is the heritage formation. Each year the Air Force will fly one of their current fighters in formation with three WWII war birds. This year it was two P-38's, an F-4, and the F-15.



Part of the Oshkosh experience (besides eating numerous Brats for lunch) is to tour the homebuilt area and check out the latest kits and models in development. Vans' didn't



have anything really new this year, although they are talking about a quick build version of the RV-12. The

Lancair Evolution, equipped with the developmental Lycoming electronically controlled piston engine was on display outside the Lycoming tent.

I also noticed this jet powered Sonex on display.



My friends and I make it a point to go to the Sea Plane Base on Saturday evening to attend the BBQ. Located several miles from Wittman Field, the base is in a beautiful cove on Lake Winnebago. The atmosphere is very relaxed, and the amphibians and float planes are fascinating. One "contributes" a couple of bucks and gets a ride around the water to see the various aircraft tied to their buoys. It makes me mutter "one of these days I've got to get my seaplane rating!"



We hurried back from the Sea Plane Base to watch the night air show. It was spectacular. Instead of smoke, the performing aircraft streamed trails of sparklers. The Whelen company flew their twin Beech outfitted with every wingtip, tail, and strobe light in their catalog – all lit up at the same time. It was a fitting end to a fantastic week.



EAA 393 Board Meeting Notes

8/3/2010

Attending: Bill Reining, Tracy Peters, Pete Mitchell, Bob Belshe, Ken McKenzie, Linda McKenzie, Rick Bourgeois, Dick Sperling, Harvard Holmes

Treasurer's Report: Bob Belshe reported that we have \$5365 combined balance and the surplus is expected to increase.

Bob Belshe reported that we have received a copy of our articles of incorporation from the State. The question is whether they are worded well enough to get a 501(c)(3). The next step is to review the Bylaws and see what information to include from EAA national. Bill Reining, Bob Belshe and Harvard Holmes will review the Bylaws.

The McKenzie's move to Marin County has been delayed due to Ken's shoulder surgery.

V.P. Report: Tracy Peters announced that our next speaker Mr. Faride Khalaf will present his program titled "The First 700 Seconds of a Saturn Launch". He is a chief mechanic for United and a Hiller Museum volunteer.

We will also have short presentations from the two students that the Chapter sponsored to a week each at Oshkosh for aviation training.

Finally, it was proposed that we show AirVenture slides from participants during dinner. Bill Reining will call Guy Jones to ask his perspective on AirVenture. Tracy volunteered to coordinate the slide show.

Tracy also reported that he has other speakers lined up for future meetings.

Bill Reining reported that Vertical Power has a new (low-end) unit and he (Mark Ausman) could be a speaker, if he was traveling in this area.

Tracy reported that building signs for MDPA and EAA 393 were done and he will put them up as his schedule permits.

Bill Reining reported that Mike Bush's seminars on the web are highly recommended. Sign-up is free; these are usually the first Wednesday of each month at 6 pm PDT.

Y.E. Chairman Report: Dick Sperling summarized our next event plans:

- 28 Aug – Open – we have 20 sign-ups so far. [MDPA room only available until 1:30 pm]
- 18 Sep – focus on Boy Scouts with Tracy Peters assisting.
- 16 Oct – focus on the Sea Cadets.

For Boy Scout focused events (18 Sep), Dick is looking for more Boy Scout aviation merit badge counselors to help.

Dick reported that PSA now provides reports of fuel consumed (from our YE discount donation) after each event, so pilots are requested to redeem their discounted fuel on the day of the event.

EAA HQ has a new policy that credits to each chapter for YE flights by that chapter's members will only be given if a member flies 10 or more YE s in a given year. (These "credits" include reimbursements for each YE related expenses by the chapter.)

Bill Reining commended Guy Jones and Rick Bourgeois for their set-up work for the last YE event – it worked great. Rick noted that we still need better crowd control.

Bill attended YE presentations at OSH to compare our operations with others. He noted no major discrepancies in our plans/operations. Some YE Rallies are so busy that they just do an extended traffic pattern. Bill also noted that EAA National has YE Coordinators who can set up a YE event at an airport without requiring an EAA Chapter to sponsor the event.

Dick Sperling noted that the Napa Chapter is associated with an A&P school; the school helps promote the YE events. What can we do to promote our events?

The Athenian School (Private High School in Danville) is working on their third airframe. This effort began with Chapter 393 participation.

Joe and Steve Senatori are close to their first flight of their helicopter.

Dinner Coordinator Report: Rick Bourgeois said that 34 people came to the picnic. We have some hot dogs left over. Our next menu is:

- Roasted Chicken
- Kernel Corn
- Potato Salad
- Green Salad
- Chocolate Chip Cookies
- Ice Cream

Newsletter Editor Report: Linda reported that she has reached the end of her 6 month commitment and a successor needs to be found. A (very) few names were suggested. Linda agreed to assemble material for the August issue, but does not have time to write it. Each person-in-charge was requested to submit an actual write up and not expect the Newsletter Editor to provide one. We hope to get another member profile for the next issue.

Web Editor Report: Renee Robinson was not able to attend. Bill Reining has some suggestions for the Web page – he will call Renee to review them. There was a request for a version of the roster on the web that would load easily into email programs. Please add Vi Egli to our Web officers page as Membership Coordinator.

There was a report of MDPA unhappiness with the condition of the room after some recent events. A review of our operations confirmed that we left the room and equipment (BBQ) in good shape, but we will keep this issue on our radar.

Membership Coordinator: Vi Egli has agreed to be our membership coordinator. She will be preparing/updating our guest information packets shortly.

Add Vi Egli to the list of people reminded of Board Meetings.

Upcoming Speakers/Topics

Dates and topics ~~may~~ will change!

Tracy Peters is seeking input regarding speakers for our meetings. If you know of an interesting, willing and available speaker, let Tracy know. Our members represent another untapped resource. If you are doing something interesting that you could talk about, let Tracy know and get a talk arranged.

Thanks to our Donors and Sponsors



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Thanks to our Donors and Sponsors!



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Meeting and Event Schedule (2010 - 2011)

Board	Y Eagles	General	Fly-out	Other
Aug 2	Aug 28	Aug 25	Aug 28	
Sep 7	Sept 18	Sep 22	Sep 25	
Oct 5	Oct 16	Oct 27	Oct 30	
Nov 2		Nov 17	Nov 20	
Dec 7				
<i>Chapter 393 Holiday Party</i>				Dec 12
Jan 4		Jan 26	Jan 29	
Feb 1		Feb 23	Feb 26	
Mar 1		Mar 23	Mar 26	
Apr 5	TBA	Apr 27	Apr 30	
May 3	TBA	May 25	May 28	
Jun 7	TBA	Jun 22	Jun 25	
Jul 5	TBA		Jul 30	
<i>Arlington Fly-in, Arlington, Washington</i>				<i>Jul 6-10</i>
Chapter 393 Picnic				TBA
<i>AirVenture, Oshkosh, Wisconsin</i>				<i>Jul 25-31</i>
Aug 1	Aug 27	Aug 24	TBA	

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.

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We are on the Web!
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