



September - October 2010

This Month's Speaker

Last month's speaker, for September cancelled at the last minute. So, Renee Robinson graciously volunteered to be on-the-spot substitute. Renee told us about some of her work as an U.S. Air Force F-15 Crew Chief. Afterwards, members gave updates on their individual projects. See Harvard's meeting notes below.

For our Wednesday, October 27th, meeting the speaker will be Faride Khalaf who will give a talk on the 747. Faride did a talk on the Saturn V three months ago and he wanted to do the 747 talk for us. He is a former 747 aircraft inspector for United.

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.

Become a member!

Send your \$30 to Bob Belshe [is it still Bob?] at:

**The Experimental Aircraft Association
Chapter 393 of Concord, CA**
P.O. Box 6524, Concord, CA 94524-1524

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 – i.e. phone, email, project(s), etc.

The Menu

by Rick Bourgeois

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

- Meat Entree
- Vegetable Dish Dinner Rolls
- Salad Cookies
- Beverages

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!**

HOLIDAY PARTY

EAA CHAPTER 393

Sunday, December 12, 2010 at 6 PM

Marie Callender's, 2090 Diamond Blvd.

Sign up before December 7th

[See Page ? for details]. OR

Sign up electronically on the Web.

<http://www.eaa393.org/> [will we be offering this again?]

(You still need to mail a check.)

Editor's Note: Let's start putting together and sending in photos for the Holiday Party slide show. It's never too early. Tom Howard is handling part of this - turnprez@sbcglobal.net or you can upload them to the Editor's DropBox on the internet (I will send out invitations by e-mail).

Notes from the President:

The Athenian School in Danville has contacted us to inquire if our members would be willing to support them in building an aircraft. Their students build an aircraft after school, sell it, and use the proceeds to pay for the next one. They have just about completed their second aircraft, a Christen Eagle. Dick Sperling and I were recently given a tour of the school and the "airplane barn". They have a beautiful shop, with all the tools required for aircraft construction. All they need now is some volunteers to assist them after school several times a week. The school head has promised to come to one of our meetings and provide a presentation on this program. If you would like to help the school in this effort, please let Dick Sperling know.

Our energetic Food Coordinator, Rick Bourgeois, has suggested we have a pancake breakfast on a Saturday morning. The board thought this might be a great idea, especially if we combined it with a fly-out. Please look for more information from Tom Howard, our fly-out coordinator.

In case you missed it, an excellent article was recently published by the folks at Vertical Power (they make the electronic circuit breaker systems), entitled "Top Ten Wiring Mistakes". Anyone building an airplane, and those with completed airplanes would benefit from reading this most informative article. It can be found on the internet at the following site. By the way, there are several other good articles at this same site. None of them require use of the Vertical Power products – they are just good common sense explanations of aircraft electrical systems and practices. <http://www.verticalpower.com/Top10/> An excellent series of aircraft maintenance "webinars" are available for free from Mike Busch. See his web site at:

<http://www.savvymx.com/index.php/webinar> for details. They are given once a month on the first Wednesday evening. Recent sessions that have been recorded and are available at the web site for free include:

- All About Oil (June 2)
- All About Cylinders (July 7)
- All About Annuals (August 11)
- All About EGT & CHT (September 1)

Future webinar topics:

- All About Batteries (November 3)

- All About Alternators (December 1)

Many thanks are due to all those good people who supported our very successful Young Eagles rallies on August 28 and September 18. We have one more to go, on October 16. Dick Sperling will be sending messages to each of us shortly with specifics on what is needed.

Young Eagles

by Rich Sperling

The Last Planned Young Eagles Rally was completed Saturday, Oct 16 for the Year 2010, and we have done it!

What a great day, weather was perfect, Sea Cadets were in their best BDU Uniforms and dressing down their formation as I drove up at 07:45AM.

They were ready for some serious flight training and our team of volunteers were checking in to start that training. Tracy had his projector up and running

for the BSA Aeronautical Knowledge Class to be given first! We had the usual KCCR tower tours, CalStar Medical Evacuation briefing and EAA 393 flight sim

also ready to go. All this followed by a Young Eagle Flight!

Seven aircraft were waiting as Pat Peters, Richard Roberts, Tony Tiritilli, Harvard Holmes, Scott Achlis, Bob Weiss and our guest Drew Kemp stood by for the new Pilot self-certification and Safety Briefing! Rounding out this weekends volunteers were Vi Egli, Marilyn Sperling, Pete Mitchell, Bill Reining, Guy Jones,

Rick and his daughter, Simone Bourgeois, Bruno Motto, Renee Robinson, Tracy Peterson, Kevin Hoor Tom Howard and myself.

I never guessed that when I retired from flying the big jets for United that I would become a CEO of our own mini airline!

We gave 36 Young Eagle rides and 6 Adult orientation rides by about twelve PM and completed the day with a carefully planned joint BBQ for all volunteers and our guests.

Our totals now stand at 157 Young Eagles and 28 Adult Orientation Rides for 2010. Clearly a record that we all can be very proud of ! With the chapters support and a

crew of dedicated volunteers we really soared to new heights this year!

Thank you all for your support and volunteer time in making this year so successful.

Blue Skies!

Dick Sperling

Young Eagles Coordinator

EAA Ch 393, Concord Ca.

Here is a thank you letter we received from the Sea Cadets leader:

Thank You!

Dear Dick Sperling:

On behalf of Diablo Squadron and Training Ship Concord, USNSCC. I want to take this opportunity to express my sincerest appreciation for the Young Eagles' hard work and dedication during Saturday's training.

Diablo Squadron and Training Ship Concord's cadets and staff are deeply grateful for the excellent training opportunity provided. Please tell your EAA Young Eagles' pilots and staff they did an excellent job and we look forward to the next training opportunity.

It is through originations like the EAA Young Eagles that we are able to strengthen our program, helping our youth make a stronger nation.

Again, thank you for making this mission a reality.

Sincerely,

W.O. Paris Sellers, USNSCC

Training Officer, Diablo Squadron/Training Ship Concord

Thanks again!

Dick Sperling

EAA Ch 393, Young Eagles Coordinator.

Fly-out[s] to [there was an air show at Chico and someone was driving just for the show...]

by [we will hopefully will have some details for next month - editor]

Some chapter members flew out to the Funny Farm private airport out in Brentwood where Joe Senatori was testing his Safari Helicopter with factory pilot Murray Sweet.



Dick Sperling came out and was able to go up with the factory pilot. Dick said he felt a little rusty but enjoyed hovering with the factory pilot.



Eric Schultz flew out in his Volksplane to watch some of the hover tests as did Ken France, Joe's hangar mate at CCR.



Steve Senatori, Joe Senatori, and Ken France.

Free AOPA Safety Seminar in Concord.

Monday, October 25, 2010 7:00 – 9:00 p.m.

Crowne Plaza

45 John Glenn Drive, Concord, CA 94520

General Chapter Meeting Notes - 9/22/2010

By Harvard Holmes

Dinner at 6:30

Call to order by President Bill Reining at 7:30

Guests and Visitors

Mark Shelton has lived in Pacheco for about 6 years. He brought his grandson to the last Young Eagles event. He spent 5 years with the Civil Air Patrol in San Bernadino and is a potential member.

Bill Bower lives in Oakley and is a paramedic in Contra Costa County. He has worked on getting a Sport Pilot License.

Thanks to Rick Bourgeois for dinner.

Business and Reports

Bob Belshe gave the Treasurer's report. He noted a returning member: Don O'neil. This year our income

less expenses is about \$640. We have \$5058 in the bank.

Dick Sperling, Young Eagles coordinator reported that we had flown 121 Young Eagles this year and 21 adult orientation flights. Our next event is October 16 and we have Sea Cadets scheduled for flights. Dick has requested an additional donation of fuel for this upcoming event. There is continuing interest from Boy Scout troops, including a troop led by Richard Bachelder. There is some interest in establishing an Air Explorer Post in association with our EAA Chapter.

Dick Sperling also reported on an inquiry for collaboration with the Athenian School, a private school in Danville. They have an aviation program started by Marshal Freeman, formerly of Chapter 393. They are almost finished building a Christen Eagle and are investigating what their next steps should be.

Harvard Holmes reported on the Airport Committee meeting (not to be confused with the Airport Advisory Committee meetings) on Monday, 9/20/2010. The meeting was chaired by Contra Costa County Supervisors Susan Bonilla and Mary Piepho. The two most important topics were the power plant near Byron Airport, and whether Buchanan Airport should retain its Part 139 Certificate (already in suspension by the FAA). A number of speakers opposed the power plant, including representatives of the California Pilots Association and AOPA, citing turbulence hazards. The Supervisors had previously requested clarification on several issues; the power plant company had provided a thick notebook of answers. The Supervisors seemed inclined to approve the power plant, but did not express a firm decision at the meeting.

Keith Freitas, Director of Airports for Contra Costa County, reviewed the Part 139 Certificate issues. The Certificate is required for airline traffic. Buchanan Field has had no airline traffic since 1992. Maintaining the Certificate imposes significant continuing and new costs on the Airport. If the Airport wanted to resume airline traffic, provisions exist to re-instate the certificate. Security aspects related to a resumption of airline traffic would consume more time than the Certificate re-instatement. Geoff Logan reported on the opinions of

Airport Advisory Committee. That committee recommended to continue the Certificate. Committee members felt that 1) the services required by the Certificate (mostly Fire & Rescue and Security) were desired by the Airport users; 2) the Certificate provided a standard of operations that was useful in maintaining a level of excellence in these services; 3) concern that, once given up, the Certificate could be hard to re-acquire; and 4) the feeling that the requirements now specific to the Certificate would eventually be extended to all airports so we would not really avoid any expense. Supervisor Bonilla asked for a financial analysis – no decision would be made today.

Our Newsletter editor, Linda McKenzie, announced a while ago (upon taking office, actually) that she and Ken would be moving to Pt. Reyes. Steve Senatori has graciously agreed to be the Newsletter editor for a while. He was elected to the position by acclamation.

Ray Nilson announced that he would again organize EAA Calendar purchases for the members this year. Due to unpredictable demand, he will need to have a firm order from each member who wants a Calendar. Please get your order to Ray no later than the next meeting.

Tom Howard, our Fly-out Chairman, suggested the Chico Air Show as our monthly destination this Saturday. There are excellent reports on the show, well worth the \$15 admission. The Chico airport will be closed for the air show, so we need to be there well before 11 am, when the airport closes. [Unfortunately only one pilot was able to go, but did not want to go alone, so no members went to the air show, as far as I know – Harvard.]

Tracy Peters noted that our Boy Scout Merit Badge program, held in conjunction with our Young Eagle flights, was in need of airplane parts that the Boy Scouts could physically observe. If you have dead radios, old instruments or engine parts that you could donate, please contact Tracy Peters.

PROGRAM

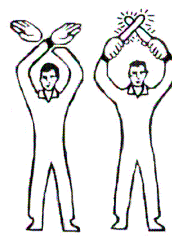
Our speaker was cancelled on short notice. By popular demand, Renee Robinson volunteered to give an explanation of ground control signals used to direct pilots to parking. Renee has been helping with

parking at Young Eagle events. She got her experience serving in the Air Force as a crew chief.

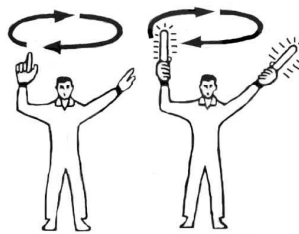
Renee pointed out that the marshal may stand in-line with the path of the aircraft, but often the visibility (to the pilot) is better if the marshal stands to one side. The instructions are the same in either case.

[Illustrations from

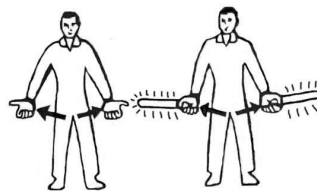
<http://www.traron.org/docs/Marshaller%20Handsignals.pdf>]



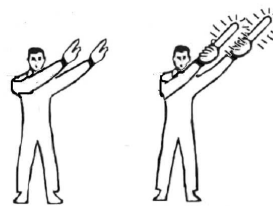
STOP AIRCRAFT Arms crossed above the head, palms facing forward. This is the FAA signal for emergency stop.



START ENGINES Circular motion of right hand at head level with left arm pointing to engine. Number of fingers extended on left hand indicates engine to be started. Thumb of right hand extended to indicate prime.

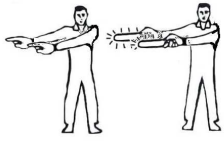


CHOCKS – REMOVED Arms down, fists closed, thumbs extended outwards, swing arms outwards.



TAXI – OUT: Arms extended, above the shoulders, in the direction of taxi

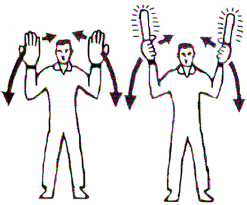
When parking, the marshal will stand where the pilot can see them, not necessarily in front of the aircraft parking space.



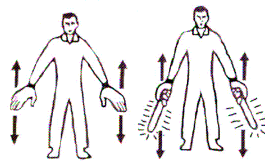
GO OVER THERE, BEFORE YOU TURN IN: Arms outstretched, pointing to where you should taxi.



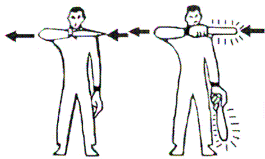
TURN TO THE LEFT: Point right arm downward, left arm repeatedly moved upward-backward. Speed of arm movement indicating rate of turn. Make fist in right hand to indicate apply brake.



MOVE FORWARD (NOT AT THE MARSHALLER !): Arms a little aside, palms facing backwards and repeatedly moved upward-backward from shoulder height.



SLOW-DOWN: Arms down with palms toward ground then moved up and down several times.



CUT ENGINES: Both arm and hand level with shoulder, hand moving across throat, palm downward.

INTRODUCTIONS

Bill Reining (President) is building an RV-10. He and his son started it together, but now his son is married with two daughters. He is looking for a partner. He enjoys the building process.

Tracy Peters (Vice President) is building an RV-6A with his father. It is an older kit with un-punched holes. The sheet metal is complete. This year he is determined to work on it. His dad is 84. He has done a BD-5 and restored several military aircraft with the CAF.

Tom Howard (Fly-out Chairman and Photographer) is building a Glasair I RG (S/N 218). His wife said "build something," so he found this half built kit. There was some backing up, but now he is moving ahead.

Vi Egli (Membership) worked with her husband (Fred, now deceased) to build a Lancair IV. It was completed in 1998 and they flew it until Fred's death in 2008.

Harvard Holmes started working on a Lancair IVP in 2004 and still has a long way to go. In 2008, he bought the Lancair IV from Vi and Fred Egli and loves flying that so much that his building has slowed down.

Steve and Joe Senatori are working on a Safari helicopter (like a "baby bell"). Joe (Steve's father) did all the welding, metal work and so forth on the helicopter. For the bubble canopy, then used an R22 canopy. The blade rotation is clockwise from the top, as is customary in Europe, so the standard pilot position is on the left. In early October, they will have a visit from a factory pilot, who will help them replace the rotor blades, balance them, and make the first hover. The engine is a Lycoming IO-320 with 160 hp.

Ray Nilson is working on an RV-9. He has an Eggenfellner Subaru engine for it. Progress has been slow lately.

Carl-Erik Olson is slowly rebuilding a Danish 1947 KZ-7, a four seat tail wheel plane, which crashed 5 years ago. He has a new engine with fuel injection

and higher compression. Only the tail was reused from the crash. He has no fabric on it yet. Retirement is looming and he is looking at Cameron Park as a place to live.

Bruce Seguire has a 1946 Experimental Swift. It crashed and was rebuilt in 1994 - 95. He is flying to a Swift Fly-in this weekend in Westover. He had a propeller which gave very good performance, but changed it. Now he has that propeller back, but his speed is 15 mph slower than before. He is looking at all the changes (new cowling) between then and now.

Peter Degl'Innocenti is building a ¾ scale P-40 replica. The wings are mostly done, and he's doing the wing attachment. He retired 9 months ago, so progress is much faster. He is looking at the Eggenfellner Honda engine conversion.

Ken McKenzie is working on a Glastar. Much of his progress came from buying completed pieces from kits that people gave up on. He has the Eggenfellner 4 cylinder Subaru engine, but finds that the HP rating is overstated.

Don Baldwin is working on a Sonex, a 2 seater that meets the LSA requirements.

Bob Belshe (Treasurer) is flying a Lancair 235. He purchased the plane at Oshkosh and eventually upgraded the engine to the Lycoming 290. He flies constantly and has put 1000 hours on the plane in the 15 years that he has owned it. He has spent about as much for the new engine and other equipment as he originally paid for it. Buying a second hand homebuilt aircraft can be a good deal, but you have to have a homebuilder's mindset.

Charles Hester is working on a gyroplane. It is a quick build with a Subaru EJ45, a 165 HP auto engine. Currently the project is on hold. He bought a Cessna 150 to get his license. Now it needs a new cylinder or two due to rust. It also needs a new exhaust valve. He will fix it and fly it, and get his license with it. The gyroplane was a factory demo, so he will disassemble it, and then build it with pictures and documentation for the FAA.

Renee Robinson (Webmaster) has a RANS – S14, which is a single seat trike with a gross weight of 750

lbs. She is tweaking it to improve performance, avionics and do noise reduction in the cockpit.

Rick Lambert (Technical Counselor) has built 9 airplanes. He recently helped a professor buy a KR-2 kit. The professor will use the kit in his industrial engineering course.

Rick Bourgeois (Dinner Coordinator) is working on a Bearhawk. He sold his Cessna 172. His next step is to build a 20' table to assemble the wings.

A few projects were missed – send a note to the newsletter editor and he'll put your information in the next newsletter.

Member Profile of Joe Senatori

By Steve Senatori

In the first week of October, the Senatoris spent ten days, many of them 14 to 17 hours, preparing their Safari helicopter project for its initial run-up, hover, and flight testing with the assistance of Murray Sweet, the original developer of the Safari who came down from Ontario, Canada to be the test pilot. Due to restrictions at CCR, they had to perform all of the testing at a private airport out in Brentwood.

Joe Senatori started the project in 1998 after a visit to Oshkosh. Joe had built his Safari from plans doing the entire frame welding himself and opting for a customized R22 canopy instead of the classic "Baby Bell" bubble canopy reminiscent of the classic Bell 47. Murray Sweet commented that the workmanship, especially the welding was far superior to that of the actual Safari kit factory models.

Joe has extensive background and experience many areas of aviation. Joe was a machinist, licensed A & P mechanic, former Airline Pilot for what is now Alaska Airlines and an aeronautical engineer who worked for Boeing on the original 747 project. At age 17, Joe served on B-25 crews in the Pacific in World War II. After the war Joe settled in Alaska (Joe is originally from Iron Mountain, Michigan) where Joe built the

foundation for his career in aviation with the help of the GI bill and went on to earn a commercial rating and fly PBYs for Alaska Coastal Airlines which later merged with Alaska Airlines. Joe had built, refurbished, and owned numerous airplanes. His favorite was the Republic Sea Bee.

Being too young to compete with the surplus of senior WW II veteran pilots and including having flown crop dusters in New Zealand and having his last flying job flying tourists to the Bahamas put on indefinite hold by the Cuban Missile Crisis, Joe opted to return to school and earned a BS in Aeronautical Engineering from Heald College of San Francisco in 1967 while working as a machinist for United Airlines. After a three year stint at Boeing in Seattle working on the 747 project, Joe returned to work for United as an engineer at the SFO Maintenance Operations Center and worked there for 25 years until retirement. Joe was also a licensed PE in Civil Engineering and also enjoyed building and remodeling his homes.

Joe and his wife, Isabel, spent their retirement in Sequim, WA where Joe designed and started to build a seaplane, but later switched to building a Safari kit helicopter from plans. Joe and Isabel moved back to the Bay Area in 2008 where his son and grandsons were able help with the final phase of the project. Joe went up in his project for his first hover and flight earlier this month on Saturday, October 9th.

Everyone who has ever worked with Joe are always impressed with his talent, ability, and perseverance, but also appreciate his soft spoken, quiet kind gentle nature and incredible sense of humor.

EAA 393 Board Meeting Notes

Note: your new editor managed to miss this meeting. Sorry. It's probably good seeing how long the Cleco is this month as it is a combined issue for Sept. and Oct.

HANGAR/BUILDER SPACE FOR RENT

West Ramp CCR

21' by 18' -suitable for folding wing aircraft or construction project. \$222/month

Contact Harvard Holmes 510 526-5347

SHARE EXPENSES TO BUILD AN RV-12

I'm looking for someone who wants to build & fly the RV-12 (or something similar in the LSA classification).

I have a build location with private airstrip in area. Contact Tom Shaw (EAA member) for additional information at:

Tshaw@JetsonProducts.com or (925) 370-6531

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<http://www.eaa393.org/> Email: nle@eaa393.org

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webmaster@eaa393.org	510 828 1734

EAA 393 ANNUAL HOLIDAY PARTY

Sunday, December 12, 2010

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 December 3, 2010 or bring this to the meeting Nov 17th.
Seating is limited to 64 total for members and guests, 1st come, 1st served 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.

Amount enclosed: _____

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

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

Thanks to our Donors and Sponsors!



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Meeting and Event Schedule (2010)

Board	Y Eagles	General	Fly-out	Other
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Sep 7	Sept 18	Sep 22	Sep 25	
Oct 5	Oct 16	Oct 27	Oct 30	
Nov 2		Nov 17	Nov 20	
Dec 7				

Chapter 393 Holiday Party

Dec 12

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



The Leader In Recreational Aviation

We are on the Web!

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