

## NEW MEETING DATE

May 4, 2011



This time only our meeting has moved (to May 4) so that we can take advantage of the B-17 event to have dinner with the pilots. We have asked if they can give us a few minutes talk on the operation of the B-17.

### Upcoming Speakers and Topics

If you know of an interesting speaker, let Tracy know.

**May 25:** Brien Seely will speak on CAFÉ Foundation projects. Guy Miner from the Oakland FSDO will talk about Light Sport Aircraft and Pilots.

### President's Notes

By Bill Reining

Spring has sprung and several important events are fast approaching! The B-17 arrives on May 2 for its four-day visit to Buchanan Field. Our 2011 Young Eagles program begins on May 21, which is "International Learn to Fly Day". The EAA Air Academy commences June 13 in Oshkosh, Wisconsin for kids interested in aviation. Each of these events deserves our attention.

Thanks to the tireless efforts of Jack Davi, our preparations for the B-17 visit are well in hand. Many of you have already signed up for duty during the visit - almost all the required volunteer duties have been subscribed - well done everyone! If you haven't signed up yet, please contact Jack Davi (phone: 925 705-7771, email: [714aptos@sbcglobal.net](mailto:714aptos@sbcglobal.net)). Raffle tickets are still available for a chance to win a ride on the B-17 - contact Pete Mitchell (phone: 925 586-6491, email: [pmitchell@aol.com](mailto:pmitchell@aol.com)). And don't forget that our normal April meeting has been delayed one week to Wednesday May 4 so that we can have dinner with, and listen to the B-17 crew.

Our May 21<sup>st</sup> Young Eagles rally will be the first event to be conducted by our new Young Eagles Coordinator: Renee Robinson. Dick Sperling, after many successful years, has decided to turn over the program to Renee. We haven't seen much of her these last few months, as her job has sent her to extended training out of state, but she'll be back just in time for the B-17 visit. Let's all give Renee our full support.

I sent each of you a detailed email message recently about the EAA Air Academy. Our chapter earns "credits" each time we fly a Young Eagle. These credits can be used to help a deserving child go to the Air Academy. We have

over \$600 dollars in credits to use this year. Let's all try to find a boy or girl between 12 and 15 years old to send to the academy (the sessions for 16 to 18 year olds are already full).

One further subject: our meeting room rent is going up. Chapter 393 "rents" our meeting room from the Mount Diablo Pilots Association (MDPA). They rent the room from Sterling Aviation, who leases the building from the airport. MDPA has suffered a decrease in

membership, which is making it difficult to amass enough dues money to cover the rent. They have come to us to ask that we help. The board has discussed the subject in depth, and feels that it is in the best interest of both groups to ensure the room can be retained. The board therefore recommends to the membership that we double our share, to pay MDPA \$1200 a year, beginning July 1. We'll discuss this and bring it to a vote at the next general meeting.



Our B-17 crew from 2007 -- The B-17 is coming again!

## **B-17 Concord Tour Stop Info Sheet**

By Jack Davi

### **Over-view**

May 2 Monday Arrival (11:00am)

Press Flights (1:00 and 1:30)

May 3 Tuesday

Paid Flights (10:15 11:00 11:45 12:30 1:15)

Ground Tours (2:00 - 5:00)

Merchandise Sales (9:00 – 5:00)

May 4 Wednesday

Paid Flights (10:15 11:00 11:45 12:30 1:15)

Ground Tours (2:00 - 5:00)

Merchandise Sales (9:00 – 5:00)

Chapter Dinner with B-17 Crew (6:30 – 9:00)

May 5 Thursday Departure (10:30am)

### **Volunteer Requirements**

Almost all of our slots are signed up for.

### **Jump Flight Seats**

- A drawing will be held at the May 4<sup>th</sup> Chapter Dinner meeting for 6 free seats on the flight from Concord to Hayward.

- To be eligible, you must have worked at least one 4 hour shift. Your name will be entered once for each shift you worked.
- The Jump Flight passengers must be at the B-17 by 10:00am and must make their own arrangements to get back to Concord from Hayward.

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### May 4, 2011 Dinner Menu

By Rick Bourgeois

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

- Italian Meatloaf
- Mashed Potatoes and Gravy
- Green Beans
- Dinner Rolls
- Salad
- Drinks and Dessert

We will need an RSVP for the April (May 4th) meeting Dinner. A large turnout is expected and Rick needs an estimate for planning purposes.

Let Rick know your suggestions for future meals.



Tech Counselor Rick Lambert helps with prop.

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### Young Eagles Events

Our tentative schedule for Young Eagles rallies in 2011 is:

- May 21 – International Learn to Fly Day
- June 4
- July 9
- Aug 13
- Sept 10
- Oct 15 or 29

Get ready for this year's first Young Eagles Rally soon after the EAA B-17 departs. This first one is known as International Learn to Fly Day! It's a worldwide event. Renee Robinson will be in charge for the first time since I'll be out of town. Please give Renee your full support to make this a successful day.

Thanks, Dick Sperling

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### Profile: Rick Bourgeois (Meal Chairman)

Rick got started in Aviation when he was about 8 years old. A cousin who flew a Cessna 172 came to visit and gave Rick and Rick's cousin a ride. Rick could barely look out the window but this put the bug in Rick's head. It took many years for him start flying, but in 1988 he started taking lessons. For a while, fate seemed to be against him, as his instructors kept moving away or the rental airplanes kept breaking down. But after trying several flying clubs at Buchanan, he went up to Rio Vista and found the right combination of instructor and airplane. He took his check ride at Lincoln around 1991.

Rick is the type of person who, once he starts something, keeps with it until he finishes. He enjoys flying because it takes you away from the troubles down below. He enjoys the wide-open spaces. People think our country is crowded, but from the air, you can see lots of open countryside. He loves to take people flying and just enjoys getting up in the air.

Rick has an airplane project that got started back in 1996, but has had to wait for other priorities in Rick's life. He went to Oshkosh in 1996 with the idea of maybe getting the Murphy Super 2500. The vendor was taking deposits, but something

made Rick wait, and he was glad he did. Back home, he saw the Bearhawk in the EAA magazine, and that seemed right. He ordered the information package and then he bought some materials and started working on the sheet metal right away.

Not too long after that, his daughter started having medical problems and flying took a back seat. Then Rick got cancer and quit flying about 1998. Ten years later, it looked like Rick would live longer than everyone thought. So he started flying again, buying a Cessna 172. He took a check ride and got signed off 10 years to the day after his last flight. Recently, he sold the Cessna as the economy tanked, and his income went down. But the economy will turn around, and another airplane may be in his future.

Rick's "day job" is the piano business – rebuilding and restoring pianos. He is also skilled at converting pianos into "players" – installing systems to automatically play them. Most of them are air operated, but he has seen a lot of changes in the control systems – from entirely air operated systems with tapes, to electronic control systems using cassette tapes, to systems using floppy disks, then compact flash, and now Wireless WiFi. While Rick loves music, he sees himself as a mechanic, not a performer. He is skilled with his hands, and loves doing intricate jobs. He also enjoys the planning process, and while he is installing a piano conversion, he's always thinking of the next step in the installation. This gets the job done very quickly. Naturally, skills with your hands, and an aptitude for planning, carry over into aircraft construction.

The Bearhawk has been dormant for the last few months. The next step is the fuselage kit – just weld it up! Rick has been learning how to weld, taking lessons and practicing. He has taken lessons at Oshkosh over the years in various skills. He is pretty good with the stick welder, but he wants to use gas welding for his fuselage. If he used stick welding for the fuselage, he would still need gas welding skills to stress relieve the welds. He purchased a fuselage kit with all the pieces pre-measured and with the joints cut to

shape. This was more expensive, but he figures it will save him time and mistakes over having to measure, cut and trim all his own pieces. The Bearhawk design is conservative, so even if only half the welds were done, it would still be strong! The wings are mostly done, and while Rick has seen Bearhawk wings for sale, he has elected to finish up the wings he built himself.

Rick's wife is "tolerant" of his aviation passion. Flying is not for her, but it is ok for Rick. His daughters enjoy flying and they had their first ride when the oldest was 4 and the youngest was 2 years old. They have lots of time in the plane. Now, his older daughter has some aviation interest, but is limited by her medical problems. Rick hopes eventually to have her try out an LSA to see if that would work.

Rick has had a few adventures. One occurred on a trip to Truckee in a Cessna 152 (with a bigger engine) with his brother-in-law. As they were climbing over Folsom Lake, the engine started spitting and cutting out. He tried carburetor heat, but that didn't help. He turned around and could see that he could easily reach Mather airport, so he wasn't too worried. As he descended, the engine began to run better, and he was eventually able to make it all the way back to Rio Vista. Two days later the mechanic determined that at the last annual, the fuel tank caps had been switched so that the gas tank that required a fuel cap vent was not getting it, and the lack of venting in the tank caused the fuel to stop flowing. During training, he and the instructor got carburetor ice and had to land east of Rio Vista. Another time in training, a twin flew over them about fifty feet higher.

Another adventure occurred in 1986 when he visited a friend in Minnesota. The friend had a Seabee, which they flew down to Oshkosh for the show. They did not realize as they flew down that the starter had stuck engaged to the engine and when they got to Oshkosh they could not start the engine. They spent a frantic two days to find a replacement "bendix" for the starter but had no luck. Then they ran into a friend who told them they could hand prop it. But they needed to take out the broken starter and

replace a bolt to prevent an oil leak. They did this and then tried hand propping it, and it started right up. With this success, they went on to enjoy the show. When it was time to leave, they started up and began taxiing. An official told them they were smoking – they thought they had spilled a little oil and went on. Farther down, another official said they had smoke out the engine, but they continued. At the runway, again they were told they had smoke. At this point, three people had mentioned it, so they decided they better have a look at it. They discovered oil all over the engine and back of the plane. They had been told the wrong bolt to put in to keep the oil from leaking. So, in front of all the people watching takeoffs and landings, they cleaned up the plane, put *all* the bolts in, and added oil. Rick was sent back to hand prop the plane. With the spilled oil, he slipped and fell off. Finally, they got the plane started and felt they needed a little revenge to all the people watching. So they turned the plane toward the watchers and blew a little smoke and oil their way. The rest of the flight was uneventful.

Rick returned to Oshkosh every year for some time after that. Now he goes every few years and greatly enjoys the camping there. He has taken his dad and brother, as well. At AirVenture he has met Chuck Yeager, Dick Rutan, astronauts and lots of NASA folks. He also enjoyed the nightlife, sampling the bars and talking to pilots. They would rent a Limo for the evening so no one had to drive. He's also gone to AirVenture on the train. For a little extra cost, you get a leisure ride to and from Chicago and meet lots of people on the train. A sleeper car is best on the train.

An adventure that he would like to have would be to fly to Yellowstone in his plane and go camping. The airport has free camping and also bicycles to use. Rick has always enjoyed Yellowstone. But Rick would like to have a plane with more high altitude performance than a Cessna 172 to make this trip.

Cooking comes naturally to Rick. He comes from a large family with 10 brothers and sisters. If you are ever late for dinner, you had better

know how to cook your own meals. One side of his family is Italian and the other is French. The Italian side had much more influence in his life. Family gatherings always had lots of food. For Chapter 393 meals, Rick has developed several menus that he can depend on and prepare with little advance work. He enjoys contributing to the Chapter in this way.

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## February General Meeting Notes

### Business

We had several guests: Jim Mereanio (your note taker can't spell), Annette Jenkins (attending with husband Chuck), Greg McAllister from Antioch, and Maureen Bell, President of MDPA.

Our Treasurer, Bob Belshe, reported an additional 9 paid members, including 2 new members and \$5,439 in the bank. He noted that our annual rent is coming due soon.

Bob has been working on our IRS 501(c) 3 application with Bill Reining and Harvard Holmes. The 501(c) 3 status would provide a big advantage to those making gifts to the Chapter. He hopes to have the application submitted by mid April. The IRS charges \$300 to make its determination.

Bob asked if we are sending kids to Oshkosh (Aviation camp)? Bill Reining reminded the Chapter that we are looking for candidates, but hurry, as the openings are rapidly filling.

Dick Sperling reminded members of our first Young Eagles event this year on May 21, 2011. He mentioned that he is a member of AMA, the Academy of Model Aeronautics, and they are worried that the FAA will restrict them.

Bill Reining pointed out the completed bookcase for our (and MDPA's) lending library, and invited everyone to admire it and to check out some books.

Harvard Holmes gave a brief summary of the Airport Advisory Committee (AAC) meeting of March 8, 2011. His notes were also in the last Cleco.

Duane Allen reported on the AAC and also on the Airport Committee meeting. In the continuing debate whether the Airport should retain its Part 139 status, there was confusion about whether this is required for charter operations. Jeff Logan, Vice Chair of the AAC, answered in the negative.

The new gates at the airport are in response to the Department of Homeland Security concerns. The procedures for issuing cards will be tightened up; EAA members will no longer get a free key.

There is a new supervisor who is responsible for the airport, Karen Mitchoff. She seems to be sympathetic to airport issues.

An event at Watsonville, a "Day in the Sky," was announced. This is taking place on April 30<sup>th</sup> and this is the 7<sup>th</sup> year for this event. The goal is to take disabled children for an airplane flight. Last year the event had 2000 attendees with 25 aircraft giving rides in the morning and 25 aircraft giving rides in the afternoon. EAA National has not approved it yet because the Young Eagles program has a goal of encouraging children to become pilots, and these disabled kids can't. Nevertheless, we should consider such an event. Flights are open to all ages, with 8-17 year olds getting Young Eagles certificates. Watsonville flew 480 kids with the 50 aircraft. They had firefighters on hand to help lift children out of wheelchairs. Many children require adult supervision, so 4 seat aircraft are preferred.

Jack Davi reviewed aspects of the B-17 visit to Concord. The raffle tickets are now on sale – see Pete Mitchell to get tickets to sell.

Tracy Peters has made the vinyl banners for the B-17 and they will be put up shortly (the banner by the golf course has already been hung).

Pat Peters has Rhu Bigay artwork that he might sell at the B-17 event. He would share the proceeds with Chapter 393.

### **Speaker**

Our Speaker cancelled at the last minute, but Tracy was able to provide a recording of the

Nova program on the crash of the A-330 out of Brazil. A fascinating look at how super cooled liquid droplets can ice up your pitot system in an instant and the resulting cascade of failures can kill you.

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### **April 5, 2011 Board Meeting Notes**

New members were announced: David Walters (email: [BJWalters48@yahoo.com](mailto:BJWalters48@yahoo.com)), and James Madison.

The next board meeting will be April 27. This time is vacant due to moving the next meeting to May 4 for the B-17 visit.

Treasurer's Report – Bob Belshe: Our balance is \$5,439. Our Year-To-Date income less expenses is \$-157. This does not include the food expenses and income. We had lots of expenses in March and our \$600 rent is due. Bob reviewed financial problems at MDPA and that they would ask for a rent increase.

Bob reported that the IRS 501(c) 3 application is moving ahead.

Vi Egli has been reminding delinquent members that they should pay their dues to remain in the Chapter.

The B-17 preparations continue.

Banners will go up at the Golf Course and at the Crowne Plaza Hotel. Posters are printed, thanks to Tom Howard. Jack will promote the posters at the FBOs. Bill Reining will formally notify the tower about the B-17. Renee Robinson is working to publicize the B-17 and dinner on our Web Page.

For selling hot dogs, the apparatus is in good shape. We will sell hot dogs on Tuesday and Wednesday. Jack suggested starting with 50 hot dogs, and we can run to Sam's if we run out. A source of power for the B-17 trailer is from the trailer between PSA and the Hotel.

It was announced that PSA was sold. Maureen has talked to the new owner and they are 100% behind the B-17.

The B-17 Dinner was discussed. Rick Bourgeois is in charge. 50 dinners was the initial estimate. Rick will do an Evite invitation. Rick suggests serving the meal to speed up the serving process. Dick Sperling may invite a few veterans to dinner. The crew has been informed of the dinner and that they are requested to speak. Dick Sperling and Jack Davi are working to get veterans to attend.

Ken McKenzie is bringing tables, chairs and tents from Golden West.

The raffle tickets are gradually being sold. Tracy hopes to sell quite a few at the MDPA dinner on April 15. After this, we will decide whether to call members to sell tickets. After the 27<sup>th</sup> Board Meeting, we can decide to sell during the event [another ticket? – ed.]

For our volunteer safety briefing, Jack wants "K.C." Coyle to help brief the volunteers at the start of every shift.

We are ok on the budget. We have a bit more to spend on publicity. Jack is working to get reporters to attend on Monday. Interviews with the veterans are popular with reporters.

We will have a table for author Jerry Whiting. Tom Howard is also making wine glasses with a B-17 etched on them, to sell.

The Clubhouse Sign is still on the agenda, weather and other demands permitting.

Young Eagles report by Dick Sperling: We have \$635 worth of credits. We are looking to help send someone to AirVenture camp. **We are looking for candidates.** The next Young Eagles event is May 21. Dick and Marilyn will be out of town and Renee will have her hands full. We are doing outreach now to Girl Scouts (not likely) and Boy Scouts. May 21 has an event conflict with MDPA, so we will use the terminal building.

Newsletter Editor Steve Senatori reports that he is overwhelmed by work and submitted his resignation. Harvard Holmes is filling in. Pete Mitchell may know of candidate editors. The newsletter editor and Webmaster should add Bob Sinclair as one of our technical counselors.

Input for the Cleco is due April 13.

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## April 14 Aviation Advisory Committee Meeting

By Harvard Holmes

See the official minutes of these meetings on the Airport web site: [http://ca-contracostacounty.civicplus.com/static/depart/airport/Meeting\\_Minutes.htm](http://ca-contracostacounty.civicplus.com/static/depart/airport/Meeting_Minutes.htm)

Among other items...

Noise complaints and noise complaint procedures were reviewed. Natalie Olesen is in charge of this area for the Airport. Generally, noise complaint rates are unchanged and way down from 20 years ago. The Collings Foundation B-17 triggered quite a few complaints.

Complaints are handled by a 24-hour phone line, as well as email. The caller's name and address are required (to track the aircraft location), as well as the date, time and a description of the aircraft. They try to identify the aircraft and may coordinate with the tower. Then a letter goes to the complainer and the aircraft owner.

Harvard Holmes offered free B-17 tours to complainers to let them experience our appreciation to our nation's veterans.

The new gate and badge system was reviewed. Primary stakeholder concerns were:

- No proof of vehicle insurance
- Access to all areas of airport
- Don't want leaseholder approval
- Multiple cards desired

Airport staff are working on all these issues.

The Part 139 discussion continued. A requirement for Safety Management System (SMS) is expensive with no clear gains for Buchanan Field. North Las Vegas Airport spends 3600 man-hours per year on their

system! Some committee members believe that an SMS is inevitable. Still, the sentiment is to explore every avenue to avoid/delay implementation.

Data from the Regional Airport Planning Committee on projected traffic into SFO, OAK and SJC indicate that Concord would have to have 60 air carrier operations per day to have a 1% impact on traffic to the three main airports. This seems unlikely.

The AAC Chairman (Tom Weber), Vice Chairman (Geoff Logan), and Secretary (Rich Spatz) were re-elected.

Business Reports: Apex is in financial difficulty and will be discussed at the next meeting. Bristow Academy (helicopters) will be closing their Concord facility on June 30.

Airport Standards are the standards that must be met to operate a business at the airport, such as appearance, non-discrimination, etc. The existing standards date from 1979 and need review and possibly update. For example, new Fire Codes require *foam* fire suppression systems. This is much more expensive than sprinklers. [Not clearly a good example, as the existing standards probably require compliance with current national/state codes, so this one is already covered –Ed.]

Policy: The Airport will have no charge for changing the names on a lease agreement for non-business tenants. E.g., there is no charge to add your wife to your existing hangar lease agreement, but she must be on the registration for the aircraft. [Without your wife's name on the lease, then 30 days after your death, your aircraft must be out! – probably not a good thing.]

#### Airport events:

- May 2-5, B-17 Tour (EAA 393)
- May 5, AAC meeting (ordinarily May 12)
- May 12, the Tenant BBQ is in the hangar near the administration building
- Early June, The Beechcraft Pilot Proficiency Program.
- June 11-13, Collings Foundation Visit
- September 8, the Airport Tenant Recognition Program



B-17 photographs by Tom Howard

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### Wednesday Fly-outs

By Harvard Holmes

Photographs by Tom Howard

To maintain our proficiency, a number of pilots get together on Wednesdays and fly somewhere for lunch. Many of the aircraft owners in the chapter participate. Passengers are always welcome. Not only is it a great way to see the Bay Area, it's also fun to see and ride in our members' aircraft. These are not official EAA Chapter 393 events. The email address is [WedFlyOut@eaa393.org](mailto:WedFlyOut@eaa393.org) You may contact [HarvardHolmes@comcast.net](mailto:HarvardHolmes@comcast.net) or Renee Robinson [webmaster@eaa393.org](mailto:webmaster@eaa393.org) to be added or removed from this list.

Generally, someone who wants to go flying will send a suggestion to this list a day or two before. Those who can go will respond and a destination gets selected. Recent destinations have included: Half Moon Bay, Petaluma, Santa Rosa, Ukiah, Boonville, Shelter Cove, Willows, Auburn, Sacramento, Lodi, Stockton, Merced, Watsonville and Salinas. If the weather is poor, a decision may be made as late as Wednesday morning.

The most active pilots on this list are Harvard Holmes, Bill Reining, Bob Belshe, Ron Robinson, and Phil Jenkins. Pilots sometimes advertise that they have empty seats, but not always. Harvard Holmes and Bill Reining are most likely to have extra seats (4 seat aircraft). My advice is to contact a pilot in advance to make sure they have room and to get directions. Typically, you'd get to the airport by 11:30am and return by 3:30pm.



On April 6, 2011, we went to Auburn. Pilots (and passengers) and aircraft were: Harvard Holmes (Sara Holmes and Vi Egli) in a Lancair IV, Bill Reining in his Cessna 182, Phil Jenkins in his Glasair II S, Stu Bowers (Ingrid), Duane Allen (Ming Ho and Kelly) in his Lancair ES, Bob Sinclair in his Lancair 320, Ron Robinson (Tom Howard) in his Glasair I, and Bob Belshe in his Lancair 235/290.



Lunch at Auburn (some participants missing)



### 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](mailto:Tshaw@JetsonProducts.com) or (925) 370-6531

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**Thanks to our Donors and Sponsors!**



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**Meeting and Event Schedule**

Board	Y Eagles	General	Fly-out	Other
Apr 5		<del>Apr 27</del> <b>May 4</b>		
Apr 27	May 21	<b>May 25</b>		
	<i>B-17 visit to Buchanan Field</i>			<i>May 2-5</i>
		<i>May 21 (also National Learn to Fly Day)</i>		
Jun 7	Jun 4	<b>Jun 22</b>		
	<i>Golden West Regional Fly-In</i>			<i>Jun 10-12</i>
Jul 5	Jul 9			
	<i>Arlington Fly-In, Arlington, WA</i>			<i>Jul 6-10</i>
	<i>Chapter Picnic</i>			<b>Jul 16</b>
	<i>AirVenture 2011, Oshkosh, WI</i>			<i>Jul 25-31</i>
Aug 2	Aug 13	<b>Aug 24</b>		
Sep 6	Sep 10	<b>Sep 28</b>		
Oct 4	Oct 15/29	<b>Oct 26</b>		
Nov 1		<b>Nov 16</b>		
Dec 6				
	<i>Holiday Party at Marie Callender's</i>			<b>Dec 11</b>

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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