



**Chapter Meeting:  
November 28, 2012**

**Speaker: Unknown**  
Subject: Unknown...

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**President's Notes**  
by Bill Reining

I am writing this just a week before Thanksgiving. While the holiday is a little earlier this year than most, it still signals the start of the mad holiday rush, ready or not!

Well, speaking of ready or not, the Clubhouse is ready! Finishing touches are being applied just in time for MDPA's first dinner meeting this Friday, November 16. Painting is complete, inside and out. The new floor has been installed. Tables and chairs have been delivered for the big meeting room. The public address equipment has been installed. The internet service is ready to begin, with both wireless and plug-in jacks throughout the building. Both bathrooms are fully operational. The kitchen is resplendent in its new granite counter top, custom cabinets (thank you Eric Schuldt) and generous lighting. Even the gas logs work in the fireplace (tested on a particularly chilly work day recently!) The refrigerators belonging to MDPA and EAA have been installed (and are running nicely) in the garage storage room.

It probably bears repeating that the rejuvenated Clubhouse is intended to be a general use facility for all aviation-oriented clubs throughout the airport. It will be kept locked-up. Any organization wishing to use it must complete an agreement with the airport (including insurance), pay a deposit, and check out the key from the airport office. After the meeting the building must be cleaned up and the key returned to the airport office. While this may seem onerous, keep in mind that the trade-off is free use of the building for three functions each month (e.g. a board meeting, a general meeting, and a weekend activity such as Young Eagles). In addition, EAA 393 and MDPA will get the

exclusive use of the office and the garage storage room for a mere \$5 a month per club. This low rate was set in recognition of the several thousand hours of labor contributed by members of these two organizations while performing the renovation.

Our application for status as a tax-exempt charitable organization (501c3) was approved by the Internal Revenue Service, and back-dated to 2010. Hooray! Good work Bob Belshe. Now anyone wishing to donate to our chapter can do so as a gift to charity. Bring on those old laptops for the Young Eagles program!

Don't forget to sign up for the Holiday Party, and while you are writing your check, add \$30 and pay your dues for 2013. Happy Thanksgiving everyone!

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### **November 7, 2012 Board Meeting Notes**

by Pete Mitchell

Vice-President Tracy Peters called the meeting to order at 19:10 in President Bill Reining's absence. The meeting was held in the Airport Terminal Building, as the new Clubhouse was not ready for occupancy.

Officers Present: Tracy Peters, Pete Mitchell, Bob Belshe, John Davi, Rick Bourgeois, Rich Sperling and Guy Jones.

Officers Absent: Bill Reining, Vi Egli, Kevin Hoos, Renee Robinson, Tom Howard and Tom Barlow.

### **Secretary Status – Pete Mitchell**

Membership count stands at 56, five paid for 2013.

### **Treasurer – Bob Belshe**

We have received approval of our 501(c) (3) application, effective May 15, 2010. We have received information from National that fuel and direct operating cost for YE flights are deductible.

### **Internet Service**

AT&T U-verse is planned. The costs will be split with MDPA.

### **Move Status**

The clubhouse is nearly done. Refrigerators are moved and running in our storage room off the garage. The kitchen has a disposal and stove. The County will provide a new refrigerator for clubs to use on a day use only.

### **November 28<sup>th</sup> General Meeting**

The meeting will be the new clubhouse. Menu, Taco Soup, Corn Bread, Tortilla Chips, Salad, Drinks & Dessert. Speaker is open.

### **Future Speakers – Tracy and Jack**

We need speakers.

### **Cleco – Kevin**

Deadline for material is November 14<sup>th</sup>.

### **Future Events – Jack Davi**

Jack has received the blessing of the Watsonville Air Show Board for 393 to man a hot dog concession Labor Day weekend. Tracy said the Truckee Air Fair has possibilities. Jack is also looking into May BBQ to salute YE pilots. Two pilots from 45 central and northern California chapters would be invited. National has expressed interest in providing a speaker.

### **Young Eagles – Jack Davi**

Renee and Jack plan to hold YE flights on third Saturdays April thru October except July. Jack will coordinate paperwork with National for volunteer certificates and pins.

Meeting adjourned at 21:40

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### **October 24, 2012 General Meeting Notes**

by Pete Mitchell

President Bill Reining called the meeting to order at 19:30, our last meeting in the MDPA Clubhouse.

Twenty-one members were present, two guests, Marge Martini and our speaker Bud Lemdke. In Rich Bourgeois absence, Tracy Peters served twenty dinners.

### **Financials – Bob Belshe**

After paying our last rent to MDPA of \$100, \$450 to the County for Clubhouse security deposit, \$50 supplies (toilet paper) and first months rent (\$10), and 2013 Air Academy deposit, our combined back balance is \$4,896.

### **Young Eagles – Renee Robinson**

We flew 50 young eagles during our October rally, about 250 for the year. Numbered Tags for YEs and software upgrades are improving the system. Renee is working on procedures for the new Clubhouse.

### **Calendars – Ray Nilson**

Ray has a sign up sheet for 2013 EAA calendars. Eleven Dollars each, if you are absent next meeting Ray will mail them & bill you plus postage.

### **Clubhouse Status – Scott Achelis**

Finishing is on schedule, new floors next Monday or Tuesday, interior painting is almost complete, exterior painting next weekend, volunteers are setup for one long day. Materials need to be moved to the garage in preparation for the new floors.

### **Eagles – Scott Achelis**

This new program for adults, is not for first flights, rather a buddy system to follow serious students through to their license.

### **Old Clubhouse – Tracy Peters**

Friday morning Tracy will bring his trailer, to temporarily store items until the Clubhouse is ready. He needs an appliance dolly for the refrigerators & stoves.

### **Air Academy – Tracy Peters**

As soon as reservations opened up as Tracy requested, we have received space in the first session of the advanced academy, which is for older kids. Regarding the selection process, the Board had discussed “mining our YE’s database,” sending a letter or email with requirements for Academy participation.

### **Holiday Party – Harvard Holmes**

The dinner will be catered by Sunrise Bistro in the new clubhouse, Saturday night December 8<sup>th</sup>. See ad in the Cleco. Social Hour 18:00, dinner is served at 19:00. Your spouse & friends are welcome. Return the application from the Cleco with your PRIMARY entrée selection. Include 2013 dues and save a check.

### **Forced Landing – Gene Stangel**

Gene made a successful forced landing on the Bonneville Salt Flats after his Glasair II Lycoming seized. Look for his story in a future Cleco.

### **Speaker – Tracy Peters**

Bud Lembke survived 36 missions as a B-17 Radio Operator in southern Italy in the 15<sup>th</sup> Air Force. After Military Service Bud was a reporter for the Los Angeles Times for 50 years. He recently moved to Rossmoor where he was discovered by Jack Davi.

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### **Glasair III Crash, Byron**

Reprint from [www.kathrynsreport.com](http://www.kathrynsreport.com)

#### **First Article:**

On October 23, 2012, about 1403 Pacific daylight time, an experimental amateur built Behne Glasair III, N655DB, was substantially damaged when it impacted terrain while maneuvering near Byron, California. The airplane was registered to and operated by the pilot under the provisions of Title 14 Code of Federal Regulations Part 91. The private pilot and his private pilot rated passenger were fatally injured. Visual meteorological conditions prevailed and no flight plan was filed for the personal flight. The local flight originated from the Funny Farm Airport (4CA2), Brentwood, California, about 1400.

Witnesses reported that they observed the accident airplane flying at an altitude of about 1,000 feet above ground level when it suddenly nosed over and began to spin to the left in a slight nose low attitude. The witnesses further reported that the airplane continued to spin until it impacted terrain where a post-crash fire ensued.

Examination of the accident site by a Federal Aviation Administration (FAA) inspector, who responded to the accident site, revealed that all major structural components of the airplane were present at the accident site. The inboard portion of both wings and center section of the fuselage were mostly consumed by fire. The wreckage was recovered to a secure location for further examination.



### **Second Article:**

David Behne, 57, was identified on Friday, Oct. 26, by the Contra Costa County Sheriff's Office following a review of dental records by the sheriff's coroner's division, said Sheriff's spokesman Jimmy Lee.

Behne and longtime friend Larry Strobel, 56, both of Brentwood, were flying the two-seat, custom-made, single-engine, Glasair III plane, owned by Behne when the crash occurred.

The plane was heard whirring overhead by a witness before it fell in a corkscrew dive and crashed into a farm field shortly before 2 p.m. Tuesday near Marsh Creek Road and Byron Highway.

The National Transportation Safety Board and the Federal Aviation Administration are investigating the crash.

Behne worked at Space Systems/Loral in Palo Alto on commercial satellites used by television companies, his son, Eric Behne, said. His father flew almost every day, including daily commutes from his airstrip in Brentwood to the Palo Alto Airport on his way to work, Eric Behne said.

Earl Hibler, a pilot and longtime friend of Behne, said today that he spent much of Thursday at the crash site with two others picking up pieces of the plane to return what is left to the Funny Farm airstrip, the private airport that Behne owned in Brentwood.

"It was a long and grueling day," Hibler said. "When your best friend dies and you have to pick up the wreckage, it's tough."

Hibler added that he himself was among those who helped Behne build the plane in 2008, and Hibler said he had flown it himself many times.

Behne and Strobel were longtime friends and avid pilots, according to Eric Behne. They also were accomplished engineers.

Strobel was the owner and namesake of L.D. Strobel Co. Inc., of Concord, a wireless and utility construction company that has completed 5,000 projects, including communications towers in Hawaii and San Francisco, since its founding by Strobel in 1987, according the firm's website.

Strobel's most recent projects included cell towers built on Treasure Island and atop the parking garage of the South San Francisco BART station.

Strobel owned two single-engine, two-seat aircrafts, a Vans RV-4, which he constructed himself, and Kenneth M. Browne Christen Eagle II, according to FAA registration records.

A person who answered the phone at Strobel's company declined to comment on the founder's passing.

Hibler said he did not know Strobel well, but that Strobel was part of a group of airplane race fans that included Behne who drove to Nevada to watch Hibler compete in the Reno Air Races.

Behne owned about a dozen aircraft at the Funny Farm airstrip, Hibler said.

Eric Behne said that his father, who started out

as a pilot at age 16, piloted the plane the day of the crash. His father took off from the private Funny Farm airstrip, at 2600 Penny Lane in Brentwood, with Strobel for a short flight for fun, he said.

David Behne had a long career as an aerospace and communications engineer, having worked on engines for the Space Shuttle program at the aerospace firm Rocketdyne and on airborne lasers for Lockheed Martin.

**Third Article:**

Using dental records, the Contra Costa County Coroner's office confirmed their identities as David S. Behne, 57, and Larry Strobel, 56. Behne was piloting the plane when it crashed, said Contra Costa County Sheriff's Office spokesman Jimmy Lee.

FAA records show the home built plane was registered to a company called DSB Inc. out of Fernley, Nev.

Behne is the registrant of a private landing strip, known as "Funny Farm Airport," in Brentwood, about four miles north of the crash site. The plane went down about 2 p.m. in a field near Marsh Creek Road and Byron Highway.

No one else was injured.

On Friday, Behne's ex-wife, Shelley Rose, said he will be missed by scores of friends and family, including their 23-year-old son, Eric Behne.

The airport had been in the Behne family since the '60s, Rose said.

Her ex-husband, who flew daily, was a mechanical engineer who graduated from Cal Poly San Luis Obispo. Most recently she said, he worked as a contractor for Space Systems/Loral in Palo Alto.

"He was energetic, always had to be working. He had a lot of planes he worked on and he traveled a lot," she said. She called Behne an adventurer whose hobbies included flying and scuba diving.

Behne and Strobel had been friends for sometime, Rose said. She said Strobel got into flying when he moved to Brentwood a few years ago.

Behne is also survived by his father Joe Behne, of Las Vegas, his sister Julie Korhummell, of Livermore; his brother Daniel Behne, of Livermore, and a niece and a nephew.

A funeral, she said, had not been set as of Friday.

"We'll have a celebration for life out here (the airport)," Rose said. "That's what he would have wanted."

When the single-engine Glasair III crashed, it burned so badly that it took officials about five hours to discover that there were actually two bodies on board, not one as previously announced.

The National Transportation Safety Board is handling the investigation, with the help of the Federal Aviation Administration. A basic preliminary report may be released within a week, possible two, but it may take months for the NTSB to determine the likely cause for the crash.

Weather conditions in the area around the time of the crash were fair, with partly cloudy skies and light winds, according to the National Weather Service.

The Glasair III is a 21-foot two-seater, with a top speed of 327 mph and a 23-foot standard wingspan. It is sold in four "kits" that users assemble at home; the total price of the kits ranges from \$60,711 to \$65,735, according to the Glasair website. Users can also purchase a prebuilt wing or fuselage.

**Editor's Notes:**

Although have I not been there, I have heard of several of our members going out the Funny Farm Airport over the years. I'm sure that some of our members knew these two pilots. This is a great loss to our local aviation community.

# Wednesday Fly-out Photos

by Tom Howard

November 7, 2012 – Auburn



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## Wednesday Fly-outs - Information

By Harvard Holmes

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. The email address is [WedFlyOut@eaa393.org](mailto:WedFlyOut@eaa393.org). You may contact Renee Robinson [webmaster@eaa393.org](mailto:webmaster@eaa393.org) to be added to 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 destination may be selected 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.

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## Apology For The Cleco Being Late

by Kevin Hoos

I'm sorry everyone for the Cleco being so late. I just got married last week, and wedding took higher priority than the Cleco. I won't let it happen again.

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## Nonprofit Organization Status

As a 501(c)(3) nonprofit organization, we are now able to accept donations that qualify for a tax deduction for federal income tax purposes.

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## The Experimental Aircraft Association

### Chapter 393 of Concord, CA

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**Meeting and Event Schedule**

Board	Y Eagles	General	Fly-out	Other
Nov 7		<b>Nov 28</b>		
Dec 5				<b>Dec 8</b>
				<i>Holiday Party</i>
Jan 2		<b>Jan 23</b>		
Feb 6		<b>Feb 27</b>		
Mar 6		<b>Mar 27</b>		

Our meetings are open to the public. Join us for dinner at 6:30 pm (\$7 donation) with the general meeting at 7:30 pm on the above dates in the building at 200 Sally Ride Drive.

Chapter 393 fly-outs are open to chapter members and guests. See the newsletter for arrangements.

EAA Chapter 393  
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We are on the Web!  
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