



September 2013

Next General meeting Sept.25th

President's Notes - September 2013

The chapter is now over \$2000 richer! Many thanks to Jack Davi, Tracy Peters, Rick Bourgeois and their friends and families. They spent their Labor Day weekend at the Watsonville Air Show selling hot dogs, chips and drinks. Good show gang!

Bill Bower and Jack Davi have agreed to co-chair the Tri-Motor visit next spring. Jack has already obtained the use of a hangar for the airplane, and is now busy soliciting sponsorships from the local Ford dealers. Bill has been working with the EAA staff to get us on the visit agenda, which is only now being defined. The airplane will visit for 3 to 4 days. Rides will be sold for \$75. The airplane can take 10 passengers at a time. Part of the ticket proceeds will be given to the chapter. This should be a fun opportunity to make a little money while getting a lot of publicity.

Our bylaws stipulate that elections be held every other year, during the October general meeting. The nominating committee (Harvard Holmes and Guy Jones) are seeking candidates – if you are interested please see one of them to get on the ballot.

We have two more Young Eagle rallies this year: September 21 and October 19. The October rally will focus on Sea Cadets, Boy Scouts and Girl Scouts. Please mark these dates on your calendar and plan to help out. We have had terrific support so far this year, and should break some records for the number of kids given rides.

We received some very good news from last year's Air Academy attendee, Devon Goldschmidt. She just got her Private Pilot license! Congratulations Devon! It is truly gratifying to see the chapter's efforts pay off in producing a motivated young lady with such an impressive accomplishment.

Efforts are underway to reassemble the VariEze aircraft given to the chapter. It has been stored, in pieces, in Dick Sperling's hangar. We received the airplane with the stipulation that it not be made airworthy. Nevertheless, with a little paint and touchup, it could be an excellent static display. Tentative plans envision putting the airplane outside the Clubhouse, particularly during Young Eagle rallies. If you are interested in helping out, please contact Ken McKenzie or Dick Sperli

Minutes of EAA Chapter 393 Board Meeting

September 5th 2013

President Bill Reining called the board meeting to order.

Present, Bill Reining, Tracy Peters, Pete Mitchell, Bob Belshe, Renee Robinson, Rich Bourgeois, Tom Howard, Scott Achelis, Guy Jones and Harvard Holmes.

Secretary – Pete Mitchell

We have 54 paid and two lifetime members. SHARES cards, September will end our first quarter. The amount of our first check will be available mid-October.

Treasurer – Bob Belshe

Our bank balance is \$5,500. Bob requested the remaining \$200 from last years young eagles credits to be applied toward Brandon Chang's Air Academy airfare. We cleared about \$2,400 from our Watsonville hotdog concession, plus additional equipment and supplies for future use. The remaining budget item for this year will be the Christmas dinner December 14th.

Nominating committee – Harvard Holmes & Guy Jones

Harvard & Guy reviewed meeting attendance records and most members available are already board members. Existing officers have agreed to continue. A call for volunteers will be announced at the general meeting before the election.

Young Eagles Saturdays– Renee and Jack

It is invaluable to know as soon as possible which pilots and ground staff will be available for a Saturday flight. Evites will be sent out with replies to both Jack and Renee. Jack will phone pilots. The flight simulator will be set up. Tracy has a 20 x 10 car tent available. Tom Howard and Tom Barlow are working on young eagle brochures, 8.5 x 11 handouts and 11 x 17 posters. Renee will request tower tours for October. Discussion in ongoing on methods to display the VariEze, clean up the cockpit install some instruments and

Board Notes Cont.

Eagle Flights – Scott Achelis

The program is for those adults who are interested and financially able to pursue a license. Both PSA and Sterling are excited about the program. We have materials from National, handouts will be available during our September 25th meeting.

Speakers – Tracy Peters

September, Brandon Chang will reflect on his Air Academy adventure. October, Erin Fisher runs an aircraft ferry company, recently ferried a Cirrus to Australia.

Dinner menu – Rich Bourgeois

Taco Soup, Corn Bread, Corn Chips, Salad, Dessert and Drinks.

Chapter website – Renee Robinson

Our DNS address (domain name system) is still in Louis Goodell's name. Louis's son-law and past member Jordan Jones has agreed to help us with the change. We need to move some Young Eagles accomplishments to our websites "front page".

Air Academy 2014 – Tracy

Scott Achelis's motion to sponsor a candidate for 2014 carried unanimously. Our young eagles credits look good for next year. Our costs should be \$200 to \$500. We will apply for the first session – advanced. Our last student was male so next year we will try for a female.

Clubhouse – Scott Achelis

The installed air conditioning is inadequate. Adding another unit could cost \$8,000. Scott would like to double pane some windows and air condition the kitchen and fireplace rooms. The County wants our input on priorities. Scott will discuss this with MDPA.

Research is being made for some low cost ground cover for the picnic area to keep dirt and debris out of the clubhouse. Rich Bourgeois will look in to Astroturf remnants. Tom Howard purchased two bright twisty bulbs for the fireplace room. Tracy will rewire and secure the PA cabinet, and provide usage instructions.

Ford Trimotor – Bill Bower Jack Davi

We are investigating sponsoring EAA's Ford trimotor for a weekend next spring. We would need sponsorship for about \$3,500, a hanger, hotel rooms for the crew etc. Rides would be about \$75. We have a hanger available. After a quota is met the club would net five dollars a passenger plus our food concession.

Bill adjourned the meeting at 21:00

PJM

Pictures from the Watsonville Airshow



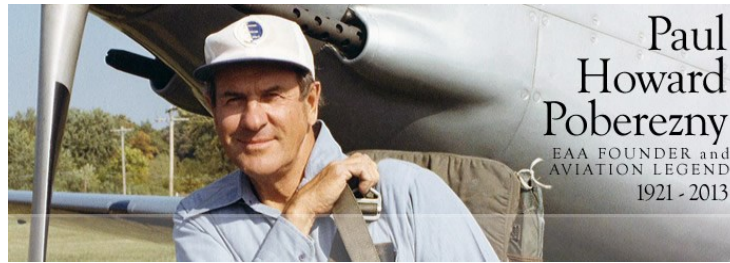
Dinner Menu For September

By Rick Bourgeois

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

- Taco Soup
- Corn Bread
- Corn Chips
- Salad
- Coffee and drinks (water & soda)
- Dessert

Let Rick know your suggestions for future meals



"You can't be a success if you don't love people."

Paul Poberezny came from humble beginnings, yet he created one of the world largest aviation organizations and emerged as one of the 20th century's greatest aviation leaders, creating a worldwide aviation organization and the world's largest annual fly-in event, EAA AirVenture in Oshkosh, Wisconsin.

He died on August 22, 2013, in Oshkosh after a career that spanned more than 70 years of flight at the controls of more than 500 different types of aircraft.

Paul is survived by his wife, Audrey; one son, Tom (Sharon) Poberezny of Brookfield, Wisconsin; one daughter, Bonnie (Chuck) Parnall of Oshkosh; two granddaughters, Audra (Michael) Hoy of Oshkosh and Lesley Poberezny of Brookfield, Wisconsin; and one great-granddaughter born in 2012, Charlotte "Charley" Hoy

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Paul Poberezny often said that there was not a day that went by that he didn't say the word "airplane." His flight experiences began as a high school student and continued through service in World War II and the Korean conflict. Between the wars, he began his hands-on approach to aircraft design and building that would direct his future and his legacy.

In January 1953, he organized about three dozen aircraft builders and restorers in a local Milwaukee, Wisconsin, club that was named the Experimental Aircraft Association. Later that year, the first EAA fly-in gathering formed the foundation of what has become EAA AirVenture Oshkosh.

Paul Poberezny's life and career was a shining example of vision, self-reliance, and leadership. He is regarded as one of the individual giants of aviation's first century, with an influence that reaches beyond a single flying accomplishment to affecting tens of thousands of people who have dreamed of flying. This site is a small glimpse of the man who will forever be connected with the personal freedom of flight.

Poberezny served for 30 years in the [United States Air Force](#), including active duty during [World War II](#) and the [Korean War](#). He retired with the rank of lieutenant colonel. He attained all seven aviation wings offered by the military: [glider pilot](#), [service pilot](#), [rated pilot](#), [liaison pilot](#), senior pilot, [Army aviator](#) and [command pilot](#).

Poberezny flew over 500 aircraft types, including over 170 home-built planes.^{[2][3]} He started flying at the age of 16 with the gift of a [WACO Primary Glider](#) that he rebuilt and taught himself to fly in.^[4] He designed, modified, and built several home-built aircraft and had more than 30,000 hours of flight time in his career. Aircraft that he designed and built include:

[Little Audrey"](#)

[Poberezny P-5 Pober Sport](#)

[Pober Jr Ace](#)

Information courtesy of the EAA and wikipedia.



August 8th, 2013 at
2350z

Dear Chapter 393,

I want to take the time before I come back to talk with the chapter to thank everyone from 393 for supporting my trip to the advanced air academy which gave me the opportunity to look into both A+P and aviation fields.

When I arrived on Friday they handed out room assignments to everybody, I was put into Room 3A under group alpha. The first weekend we went to airventure which was great, we were able to see the premiere of planes the movie a week before it released nationwide. The airshow at airventure absolutely amazing they had old warbirds at the Tora Tora presentation and I enjoyed the acrobatic planes that kept flying the rest of the evening. All the real fun started on Monday when workshops and class got underway, I started in the welding shop and learned how to light, use, and manipulate the blowtorch with steel; I'll be bringing back a few pieces from other workshops as well. I learned about all types of the most common used for composites in the workshop and how composites are very useful in aviation and homebuilding. We made using ribs in woodworking, and used hand tools and the drill press to make spark plug trays in sheet metal shop. Tomorrow I'll be working in the aviation technologies shop which deals with balancing the plane and running safety wire.

Thanks for everything and talk to you all soon.

V/R, Brandon Chang

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Builders Tips

(From Custom Aircraft Building Tips Vol 2P 57)

If you are building an airplane with a conventional landing gear you might take a few moments to check for toe-in. While a little toe-in can be desirable with a tricycle gear, I can testify that it can be disastrous with a tail dragger. A high performance airplane that is short coupled or with a narrow main gear can be almost impossible to control with toe-in.

After flying many tail-draggers. Including many hours in a "Swift", I purchased a "Cougar" from a fellow homebuilder. I was surprised to find the plane very difficult to control on roll out, and I soon developed a fast little toe-brake dance on every landing. Then one day I tangled with a stiff cross wind and even my dance could not help me. I ended up scaring rabbits out of the brush but luckily escaped with nothing but a red face.

After reading many reports from other "Cougar" and "tailwind owners about how easy their ships were to control, I was quite mystified why mine was so squirrely. Then I chanced to happen across an article in the August 1963 issue of Sport Aviation about toe-in. I hastened to measure the front and back centerline of my wheels and sure enough there was almost a half-inch difference. In fact., it was the right gear that was toed in and my ship had always wanted to swing left.

Since that time I have converted the "Cougar" to a tricycle gear with just a touch of toe-in (maximum 1/4 in, difference between front and back centerlines of wheels) and now as they say "It's just drive on and drive it off" crosswind or not.

It seems a little toe-in on a tricycle gear or a little toe-out on a conventional gear is a type of dihedral that has a tendency to straighten the aircraft if it becomes cocked from the direction of movement.

So if your conventional gear homebuilt is difficult to handle on the ground— CHECK FOR TOE-IN.

1979 Officers

President— Rich Kelly Vice-President— Randy Alley
Sec/Treas— Vice Bohn Liaison Coord.— Garry Grover
Editor— Walt Campbell

Donate your old laptop computer!

We can use a few additional laptop computers for the Young Eagles events. The only software required is a relatively recent web browser, so Windows, Mac, and even Linux is acceptable.

The Experimental Aircraft Association

Chapter 393 of Concord, CA

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Webmaster Renee Robinson

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Chapter meetings are held on the 3rd Wednesday of the month at

Smilin' Jack

- March 11, 1934

SMILIN' JACK

WHAT'S UP, BOYS?
PLENTY! A BUZZER'S BEEN LOST AND WE JUST GOT A TIP ON WHERE SHE CRANCHED UP--

NONE OF THE OTHER NEWSREELS KNOW WHERE IT IS YET JACK! WHAT A SCOOP FOR YOUR FIRST JOB!
OH, BOY! LET'S GO! OUR PLANES OVER HERE!

WELL, I'LL BE-- THERE'S TH' ACE REEL PLANE-- JUST WAITIN' FOR US TO TAKE OFF! WE'RE SUNK NOW--

HU, BOYS

THERE GOES OUR SCOOP! JUST LEAVE IT TO THAT ACE OUTFIT TO ALWAYS THROW A MONKEY-WRENCH IN THE PIE!
BUT WE CAN'T LET THEM BEAT US OUT OF THIS CHANCE!

NO! WELL, YOU DON'T KNOW THAT ACE GANG! THERE'S NOTHING THEY WOULDN'T DO TO BEAT US--
I'LL BET JACK CAN OUTSMART 'EM!

OH, YEAH! NOBODY CAN OUTSMART THOSE BABIES!-- THEY KNOW WE GOT SOMETHIN' ON THE FIRE-- WHEN WE TAKE OFF THEY'LL FOLLOW-- THAT'S ALL THERE IS TO IT!

AW, THERE'S NOTHIN' ELSE TO DO BUT LET TH' CHEEGLERS IN ON IT!
WAIT! WE GOT IDEAS! ONE OF YOU BOYS COME WITH ME-- I SEE A PAL OF MINE!

GO! THE IDEAS! WILL YOU DO IT?
CERTAINLY, JACK! HOP IN CAMERAMAN!

WE'RE OFF AND SO IS THAT ACE BUNCH! THEY'RE RIGHT ON OUR TAIL, JACK!
THAT'S O.K. JUST WATCH WHAT WE DO WHEN MY PAL GETS ALONGSIDE OF US--

MAR. 11- 1934-

WHEN I GIVE HIM THE SIGNAL WE SPLIT! ACE CAN'T FOLLOW BUT ONE OF US!

AND THE ONE HE FOLLOWS TAKES HIM FOR A SIGHTSEERS TOUR OF THE CITY ASH DUMPS WHILE THE OTHER PLANE GOES FOR TH' PICTURES!
BOY, YOU'RE SOME SMART BABY!

April 2012 | BEAM

SMILIN' JACK
by ZACK MOSLEY

WE'LL SOON BE WINGING OUR WAY TO THE SOUTH SEA ISLANDS TO SEARCH FOR MAJOR MECLLOUD!

BUT WHILE THEY TAKE OUR AUTOPLANE APART AND STOW IT ABOARD THE 'CLIPPER' WE'D BETTER GET OUR SUPPLIES!

--FIRST AID KITS-- AXES, KNIVES, GUNS, SHELLS-- IS THAT ALL, SIR?
YES, WE'RE ALL SET NOW IN CASE WE RUN INTO A SAVAGE TRIBE!

AND IN CASE WE RUN INTO A GOOD NATURED TRIBE I'M ALL SET, TOO!

SOUTH SEA CLIPPER
DONT FORGET TO BRING ME A MONKEY!
SURE, PIN-FEATHERS! S'LONG!
I-I WON'T-- BUT DO BE CAREFUL, JACK--

RED SAILS IN TH' SUNSET
OH, CARRY ME OVER TH' SEA
HOME SAFELY TO ME

NEW SMILIN' JACK AUTOPLANE
SOUTH SEA SCOUT

3 PLACE OPEN JOB BUILT SPECIAL FOR THE SOUTH SEA EXPEDITION -- FOLDING WINGS -- 125 H.P. PUSHER TYPE ENGINE --



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Meeting and Event Schedule

Board	Y Eagles	General	Fly-out	Other
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- Sept 21 Young Eagles Rally
 - Sept 25 Chapter 393 General Meeting
 - Oct 3 Chapter 393 Board Meeting
 - Oct 5 Livermore Airport Open House and Air Show
 - Oct 5 War birds Over Paso (Paso Robles Airport)
 - Oct 5-6 California Capital Air Show (Sacramento Mather Airport)
 - Oct 9 Redding Snowbirds Display
 - Oct 12-13 Fleet Week San Francisco - cancelled due to sequester
 - Oct 19 Young Eagles Rally
 - Oct 23 Chapter 393 General Meeting
 - Oct 24-29 Copperstate Fly In
 - Nov 7 Chapter 393 Board Meeting
 - Nov 20 Chapter 393 General Meeting
 - Dec 5 Chapter 393 Board meeting
 - Dec 14 Christmas Party
- 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 Club House 200 Sally Ride Dr. 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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