



October 2013

Next General meeting Oct.23rd

President's Notes for October 2013

I am writing this a day after our last Young Eagles rally. The majority of our kids were Boy Scouts. It was a total success, with many thanks to all who participated. We flew 37 kids, and signed-off 34 aviation merit badges. (We would have had many more, but many scouts and cadets had to cancel, in order to take the PSAT - Preliminary Scholastic Aptitude Test.) It was a particularly challenging event, as we not only did the usual registration and flying, but also taught class and conducted tours of the control tower and the fire truck for the aviation merit badge.

A quick tally from the registration computer shows we flew 303 kids this year, from April through October. Headquarters will give us a \$5 credit for each kid, provided that their pilot flew at least 10 kids throughout the year. With this in mind, we will probably get credit for 250 to 270 kids. Multiplied by 5, that will provide over \$1250 that can be used to pay for Air Academy tuition, transportation, and any other expenses that support our Young Eagle program. Well done Chapter 393!

Our Varieze restoration project has reached a critical juncture. After two years, Dick Sperling has requested that the disassembled airplane be removed from his hangar. Dick has just purchased an airplane of his own, which now commands his hangar space. We have found temporary space in two other hangars for the wings and fuselage (thanks to John Cicero and Scott Achelis), but will need a long term solution where it can be worked-on and eventually re-assembled. This may require that the chapter pay rent. It goes without saying that a dedicated crew of volunteers will be needed to restore the airplane for static display outside the Clubhouse.

Please make an effort to attend the general meeting this coming Wednesday evening, October 23. We will be holding the election of officers for the next two years. Our speaker will share his experiences as a ferry pilot, moving airplanes all over the world. See you there!

Minutes of EAA Chapter 393 Board Meeting

October 3rd 2013

Vice-President Tracy Peters called the board meeting to order.

Present, Tracy Peters, Pete Mitchell, Bob Belshi Vi Egli, Renee Robinson, John Davi, Rich Bourgeois, Tom Howard, Scott Achelis, Guy Jones, Harvard Holmes and Ken McKenzie.

Secretary – Pete Mitchell

We have 54 paid and two lifetime members. SHARES cards, September ended our first quarter. Our check will be available sometime this month.

Treasurer – Bob Belshi

Our bank balance is \$4,419.

Nominating committee – Harvard Holmes & Guy Jones

No additional volunteers have come forward. Existing officers have agreed to continue. A call for volunteers will be announced at the general meeting before the election.

Young Eagles Saturday (Scouts)– Renee and Jack

Tracy needs registration forms for about 60 scouts. The banner needs to be stored. (Tracy Peters and Tom Howard). Lee Teicheira will set up the flight simulator for use next year. Tracy will use his laptop for October.

Holiday Party Plans – Tracy Peters and Rich Bourgeois

The club will provide Turkey, Roast Beef and Salmon. A member evite will ask for a entree selection as well as what potluck dish they will bring. Tom Howard will host the raffle. Scott Achelis motioned and the board approved a budget up to \$200. Rich is looking into kitchen availability for the prime rib. Tracy can do the turkeys. We will coordinate with MDPA regarding Christmas trees for the fireplace and great rooms. Scott Achelis, John Davi and Renee Robinson are in charge of the perpetual trophy. Tracy has purchased a five-button switch for each of the devices con-

Board Notes Cont.

necting to the PA system, and will install it before the Christmas party.

Dinner menu – Rich Bourgeois

Minestrone Soup, Sour Dough Bread, Salad, Dessert and Drinks.

Speakers – Tracy Peters

October

Aaron Fischer, owner FlyPF LLC aircraft delivery service. Grew up in Canton, Ohio. First Flight in a Cessna 414 N3223M. Started flying at the age of 15 at Jim Long Aviation in Canton, Ohio. First Solo on my birthday at 16, before I went for the driving test. Private Pilot at 17, Instrument at 18, Commercial/CFI's at 25. Bachelors Degree as a Professional Pilot, Associates in Applied Science, Associates in Applied Arts.

Young Eagles Report

Septembers rally we had around 100 kids and 12 pilots who showed up for a flights. Unfortunately due to an early season storm the rally had to be cut short and aircraft called back. One was not able to get back to CCR and had to land in Byron and transportation arranged to bring the Young Eagles back to CCR. Around 30 Young Eagles were able to get flights before operations were ended. Thanks to everyone who showed up to support of this event.

EAA Declines FAA Exemption for Young Eagles, Eagle Flights Pilots

October 10, 2013 - EAA has notified the FAA that it is declining a partial grant of exemption that would have allowed Young Eagles and Eagle Flights pilots to obtain reimbursement for fuel costs and logging of flight time. While EAA welcomed the time the agency spent considering and formulating the partial exemption, its mandated record-keeping, coordination, and notification requirements would cause complete restructuring of the program with enormous time and expense burdens.

Sean Elliott, EAA's vice president of advocacy and safety, stated in a letter to John S. Duncan, FAA director of Flight Standards Service, that, "EAA sincerely appreciates the substantial efforts of the FAA in reviewing, publishing for comment, analyzing, and finally granting an exemption in response to EAA's petition dated April 17, 2012. Unfortunately, EAA is unable to accept the exemption because of the severe requirements imposed by the FAA grant."



Douglas XB-42 Mixmaster, an experimental bomber aircraft, designed to have a very high top speed (1944).



Dinner Menu For October

By Rick Bourgeois

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

- Minestrone Soup
- Sourdough Bread
- Salad
- Dessert
- Coffee and drinks (water & soda)

Let Rick know your suggestions for future meals

Amazing Wartime Facts from WWII

The first German serviceman killed in the war was killed by the Japanese (China, 1937)

The first American serviceman killed was killed by the Russians (Finland 1940).

The highest ranking American killed was Lt. Gen. Lesley McNair, killed by the US Army Air Corps.

The youngest US serviceman was 12 year old Calvin Graham, USN. He was wounded in combat and given a Dishonorable Discharge for lying about his age. (His benefits were later restored by act of Congress).

At the time of Pearl Harbor, the top US Navy command was called CINCUS (pronounced "sink us"), the shoulder patch of the US Army's 45th Infantry division was the Swastika, and Hitler's private train was named "Amerika". All three were soon changed for PR purposes.

More US servicemen died in the Air Corps than the Marine Corps. While completing the required 30 missions, your chance of being killed was 71%. Not that bombers were helpless. A B-17 carried 4 tons of bombs and 1.5 tons of machine gun ammo. The US 8th Air Force shot down 6,098 fighter planes, 1 for every 12,700 shots fired.

Germany's power grid was much more vulnerable than realized. One estimate is that if just 1% of the bombs dropped on German industry had instead been dropped on power plants, German industry would have collapsed.

Generally speaking, there was no such thing as an average fighter pilot. You were either an ace or a target. For instance, Japanese ace Hiroyoshi Nishizawa shot down over 80 planes. He died while a passenger on a cargo plane.

It was a common practice on fighter planes to load every 5th round with a tracer round to aid in aiming. That was a mistake. The tracers had different ballistics so (at long range) if your tracers were hitting the target, 80% of your rounds were missing. Worse yet, the tracers instantly told your enemy he was under fire and from which direction. Worst of all was the practice of loading a string of tracers at the end of the belt to tell you that you were out of ammo. That was definitely not something you wanted to tell the enemy. Units that stopped using tracers saw their success rate nearly double and their loss rate go down.

When allied armies reached the Rhine, the first thing men did was pee in it. This was pretty universal from the lowest private to Winston Churchill (who made a big show of it) and Gen. Patton (who had himself photographed in the act). Don't believe me? Take a look at this.

German Me-264 bombers were capable of bombing New York City but it wasn't worth the effort.

A number of air crewmen died of farts. (ascending to 20,000 ft. in an un-pressurized aircraft causes intestinal gas to expand 300%!)

The Russians destroyed over 500 German aircraft by ramming them in midair (they also sometimes cleared minefields by marching over them). "It takes a brave man not to be a hero in the Red Army". Joseph Stalin

The US Army had more ships than the US Navy.

The German Air Force had 22 infantry divisions, 2 armor divisions, and 11 paratroop divisions. None of them were capable of airborne operations. The German Army had paratroops who WERE capable of airborne operations.

When the US Army landed in North Africa, among the equipment brought ashore were 3 complete Coca Cola bottling plants.

Among the first "Germans" captured at Normandy were several Koreans. They had been forced to fight for the Japanese Army until they were captured by the Russians and forced to fight for the Russian Army until they were captured by the Germans and forced to fight for the German Army until they were captured by the US Army.

The Graf Spee never sank, The scuttling attempt failed and the ship was bought by the British. On board was Germany's newest radar system.

One of Japan's methods of destroying tanks was to bury a very large artillery shell with only the nose exposed. When a tank came near the enough a soldier would whack the shell with a hammer. "Lack of weapons is no excuse for defeat." – Lt. Gen. Mataguchi

Following a massive naval bombardment, 35,000 US and Canadian troops stormed ashore at Kiska. 21 troops were killed in the fire-fight. It would have been worse if there had been Japanese on the island.

The MISS ME was an unarmed Piper Cub. While spotting for US artillery her pilot saw a similar German plane doing the same thing. He dove on the German plane and he and his co-pilot fired their pistols damaging the German plane enough that it had to make a forced landing. Whereupon they landed and took the Germans prisoner. It is unknown where they put them since the MISS ME only had two seats.

Most members of the Waffen SS were not German.

The only nation that Germany declared was on was the USA.

During the Japanese attack on Hong Kong, British officers objected to Canadian infantrymen taking up positions in the officer's mess. No enlisted men allowed!

Nuclear physicist Niels Bohr was rescued in the nick of time from German occupied Denmark. While Danish resistance fighters provided covering fire he ran out the back door of his home stopping momentarily to grab a beer bottle full of precious "heavy water". He finally reached England still clutching the bottle, which contained beer. Perhaps some German drank the heavy water...

Contributed by Ronald Padavan, LTC, CAP MIWG Chief of Staff MSGT, USAF (Ret.) Past President Lodge 143, Fraternal Order of Police

As printed in, The Victory Division News. No. 4. December, 2000.

General aviation in the United Kingdom

From Wikipedia, the free encyclopedia

Traditional general aviation fixed-wing light aircraft, the most numerous class of aircraft in the sector

General aviation in the United Kingdom has been defined as a civil aircraft operation other than a commercial air transport flight operating to a schedule. Although the International Civil Aviation Organization (ICAO) excludes any form of remunerated aviation from its definition, some commercial operations are often included within the scope of general aviation (GA) in the UK. The sector operates business jets, rotorcraft, piston and jet-engine fixed-wing aircraft, gliders of all descriptions, and lighter than air craft. Public transport operations include business (or corporate) aviation and air taxi services, and account for nearly half of the economic contribution made by the sector. Other commercial GA activities are aerial work, such as surveying and air ambulances, and flight training, which plays an important role in the supply of pilots to the commercial air transport (CAT) industry. Private flying is conducted for personal transport and recreation. It includes a strong vintage aircraft movement, and encompasses a range of air sports, such as racing, aerobatics, and parachuting, at which British teams and individuals have succeeded in international competition.

Of the 21,000 civil aircraft registered in the UK,[1] 96 per cent are engaged in GA operations, and annually the GA fleet accounts for between 1.25 and 1.35 million hours flown. The single most common class of aircraft is the fixed-wing light aircraft associated with traditional GA, but the main area of growth over the last 20 years has been in the use of more affordable aircraft, such as micro lights, amateur built aeroplanes, and smaller helicopters. There are 28,000 Private Pilot License holders, and 10,000 certified glider pilots. Some of the 19,000 pilots who hold professional licenses are also engaged in GA activities. Although GA operates from more than 1,800 aerodromes and landing sites, ranging in size from large regional airports to farm strips, over 80 per cent of GA activity is conducted at 134 of the larger aerodromes. The GA industry, which is around 7 per cent the size of its CAT cousin, employs 12,000 people, and contributes £1.4 billion to the UK economy.

Is The Homebuilt Fleet Growing?

Posted on [October 14, 2013](#) by [Mac](#) By J.Mac McClellan



It's impossible to know anything for sure about the size of the amateur-built airplane fleet. The fleet seems to be growing, but has the recession stopped or slowed growth? Are we just now feeling delayed effects of the recession? By definition and regulation each homebuilt is unique, a one-of-a-kind airplane. No matter how complete the kit, the finished airplane is still the singular product of a builder. No matter how closely the builder follows the plans or instructions the airplane remains a unique creation in the eyes of the FAA.

Homebuilts are registered with the FAA when they receive their airworthiness certificate so that gives us some idea of how many E-AB airplanes there are. But registration numbers are a very poor measure of fleet size.

The historical problem with aircraft registration is that once an airplane was registered it remained on the roles until somebody told the FAA to remove it. It didn't matter if the airplane was retired, stuck in a barn, rotting on a tiedown, or even destroyed in an accident, it remained registered until it was unregistered.

A couple years ago the FAA set a three-year limit on aircraft registration. Now an airplane and its N-number disappear from the registry if the owner does not re-register the airplane every three years. We are nearing the completion of the first three-year cycle so eventually the FAA will post more accurate—and much smaller numbers—of registered aircraft.

For now to gauge the size of any aircraft fleet, including E-AB, we can look at the inflated registration numbers and also the FAA's annual survey of active airplanes. The FAA conducts the activity survey to try to determine how many airplanes actually fly, and how many hours they fly, in what kind of weather and for what purpose. The survey, like any survey, contains some error in absolute totals, but since the same survey techniques have been used for years the errors should be pretty consistent from year to year.

registration and activity survey data. The most recent complete listings are for the calendar year 2010 and the FAA says the 2011 survey should be complete by the end of this year.

The FAA reports that in 2008, the year the recession in general aviation began in the fall, there were 36,032 registered E-AB fixed wing airplanes. Of those airplanes the survey determined 19,767 were active, meaning they flew at least once during the year.

For 2010, two years into the recession, the FAA reports 35,717 registered E-AB airplanes and 21,270 of those were active.

The smaller number of registered E-AB in 2010 makes sense because re-registration will shrink the number of all types of registered aircraft. And the growth of 1,503 active airplanes from 2008 to 2010 is believable. That amounts to about 7 percent growth in fleet size over 2 years, which jibes with my observations.

But it seems certain that airplane homebuilding did not escape the recession and I believe it is likely that there is a delayed effect. Most E-AB projects take at least a couple of years—and most take longer than that—to complete and fly. So a person who bought a kit before the recession would not be registering it or flying it until years into the recession. Kit and aircraft plans sales almost certainly slowed during the recession but that number can't be measured yet.

One of the few specific indicators of E-AB building is the counter on Van's website that shows the number of RVs completed and flying. That number was 8,424 on Monday, October 14, but even that is not a complete statistic because it represents only the Vans builders who report finishing the airplane. I would think most RV builders add their airplane to the counter, but certainly some don't.

Kit manufacturers, like the airplanes their kits become, are an individualistic lot and have no organized system to report numbers of kit sales. In fact, it would be hard to define what a kit sale is. Many builders begin by ordering a low-cost basic component of the kit such as a tail surface first. Is that a kit sale? Yes, sort of. But knowing that number would not be meaningful to help know the number of complete kits sold because not all partial kit buyers complete the purchase and the airplane. And then there are scratch built airplanes that are totally under the radar until the builder receives an airworthiness certificate. No way to even guess how many scratch building projects are in progress.

I had a chance to chat with Dynon Avionics president Robert Hamilton about the impact of the recession on E-AB and he confirmed what I believed to be true. Dynon is the volume leader in complete flat glass avionics and autopilot systems for E-AB so its sales reflect overall building activity. Robert said Dynon sales did slump during the depth of the recession but beginning this year sales are rebounding. For obvious competitive reasons Robert is not giving me absolute numbers, but he said Dynon's sales growth for this year is solid. Some of that growth may be taking market share from other avionics makers, but Robert believes most of the increase reflects an upturn in airplane building.

Most of us think of aviation as a highly regulated activity, and in many respects it is. But in reality there is much more accurate and current data available about the number of just about any other type of vehicle and we are left to estimate the true number of airplanes. The good news that Robert confirmed for me is that E-AB is in fact bouncing back from the depths of the recession. That's what I had hoped was happening, so it's good to have confirmation.

Reprinted from the Blog Left Seat by J.Mac McClellan in EAA Sport Aviation Sponsored By Aspen Avionics

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

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

Wednesday Fly-outs

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 Wed-FlyOut@eaa393.org. You may contact Harvard-Holmes@comcast.net or Renee Robinson 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.

Smilin' Jack

October 1, 1939

SMILIN' JACK

THE FARMER'S WIFE WAS UNABLE TO RETURN WITH THE DOCTOR--THE LONG WHILE RIDE MADE HER ILL--WHEN THE DOCTOR SAW HOW CRITICAL DIXIE'S CONDITION WAS HE IMMEDIATELY OPERATED--AND ORDERED JACK TO ASSIST AS BEST HE COULD.

W-WILL SHE LIVE, DOCTOR?

CAN'T TELL YET--WE'LL JUST HAVE TO HOPE FOR TH' BEST, JACK!

MEAN-WHILE

TH' FREIGHTER RADICED THAT JACK REACHED THEM-- PICKED UP THE STRICKEN PASSENGER AND WAS HEADED FOR LAND. THE LAST THEY KNEW, MARY--

OH-H-- M-MAYBE HE CRASHED AT SEA, DOWNWIND!

WELL, COAST GUARD CUTTERS ARE SEARCHING FOR HIM THERE-- LET'S SCOUT AROUND OVER LAND!

OKAY--THE WEATHER BUREAU REPORTED A STORM IN THE COURSE OF JACK'S FLIGHT LAST NIGHT!

IF JACK HIT IT, MAYBE HE WAS BLOWN THE WAY THE STORM WAS TRAVELING!

DOWNWIND, ME SEE BIG PATH IN WOODS-- LOOK-UM LIKE SOMEBODY CUT-UM WITH BIG LAWN-MOWER!

MOWER MY EYE--A PLANE FLOWED THAT PATH-- SEE! IT'S JACK'S PLANE-- BUT NO ONE IS AROUND!

PERHAPS MARY--TH' REPORT STATED TH' STORM VEERED SOUTHWEST TOWARD TH' GLADES-- WE'LL FOLLOW ITS PATH!

DOWNWIND KEPT FLYING IN THE VICINITY UNTIL HE LOCATED A FARM-- HE LANDED AND MARY FOUND JACK--

OH, JACK--THANK GOODNESS YOU ARE SAFE--I WAS AFRAID I'D LOST YOU--

YOU'LL NEVER LOSE ME, MARY, HONEY.

OH--- WHO IS THAT?

WHY, THAT'S TH' STRICKEN PASSENGER I FLEW FROM THE FREIGHTER--SHE'S JUS' BEEN OPERATED ON FOR APPENDICITIS, POOR KID--HER NAME'S DIXIE LEE!

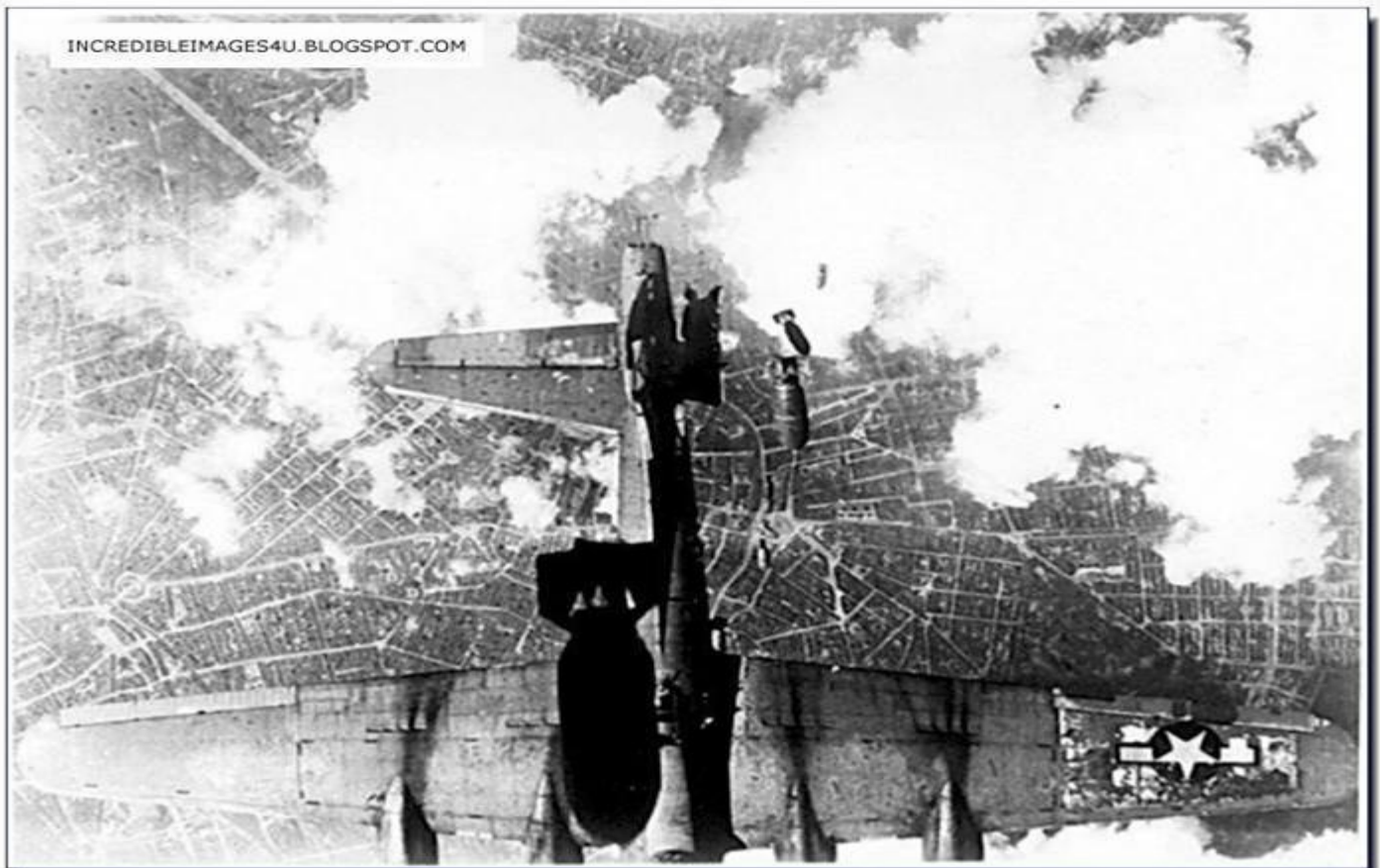
DIXIE LEE? ISN'T THAT THE GIRL YOU WERE ONCE IN LOVE WITH?

YES, MARY, BUT THAT WAS ALL OVER LONG AGO-- BESIDES-- DIXIE'S MARRIED!

AT THIS INSTANT, DIXIE, STILL DROWSY FROM THE ETHER, IS MUMBLING IN HER SLEEP--

M-M-M-- MM--I WONDER-- SHOULD I-- TELL JACK-- THAT--MY HUSBAND-- IS DEAD--

October 2012 | BEAM





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EAA Chapter 393

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Meeting and Event Schedule

Board	Y Eagles	General	Fly-out	Other
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		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		

2014

Jan 08	Board Meeting
Jan 22	General Meeting
Feb 5	Board Meeting
Feb 26	General Meeting
Mar 5	Board Meeting
Mar 26	General Meeting
July 28– Aug 3	Air Venture 2014

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.

We are on the Web!

<http://www.eaa393.org>

Email: nle@eaa393.org