



November 2013

Next General meeting Nov.20th

President's Notes November 2013

Welcome to the Holiday Season! By the time this is published, we will be only a few days away from Thanksgiving, with the December holidays following soon thereafter. Please note that:

The November general meeting is one week earlier, on November 20

We will have a Holiday Party on Saturday, December 14

There will be no general meeting in December

After considerable discussion at the November 7 board meeting it was decided to not restore the VariEze, but rather, to try to give it away to another chapter. It was felt that the aircraft required too much work, that we did not have enough members willing to provide the necessary labor, that the monies required (for storage and workshop rental) were better spent elsewhere, and at best the end result would not be the best example of a traditional aircraft for kids to explore, nor would it last very long as an outdoor display.

On a more positive note, MDPA has agreed to share the expenses required to purchase and install used AstroTurf on the picnic area. The airport has blessed this project. We will be purchasing the AstroTurf as soon as possible, and then organizing a joint EAA/MDPA work party to prepare the area and install the turf. Preparations will involve leveling the existing dirt, adding a layer of road bed material and then a layer of sand. The turf is held down by long spikes along the edges and an additional sprinkling of sand on top of the turf. We would really like to complete this project before the rainy season begins.

The Airport Advisory Committee has decided to recognize EAA Chapter 393 and MDPA as "Tenants of the Year" for restoration of the Clubhouse. The award is to be presented at the committee's next meeting on November 14. Congratulations and hearty thanks to all those members who contributed to the Clubhouse restoration effort!

Plans are well underway for the chapter's Holiday Party. Each member can expect to receive an invitation via e-mail, with specific instructions regarding what food to bring to the party. The chapter will be providing the meat – members are requested to bring all the side dishes. There is a lot to do, so if you have the time, please volunteer to support the party. Tracy Peters and Rick Bourgeois are leading the effort and would be happy to receive your assistance.

Minutes of EAA Chapter 393 General Meeting

October 23, 2013

President Bill Reining called the meeting to order at 19:30 in the clubhouse great room after Rich Bourgeois' minestrone soup dinner. Twenty-seven members and guests were present.

Treasurer Bob Belshe advised our bank balance is \$4,154. We received a \$220 check from national in partial reimbursement for our Air Academy expenses. (Our 2012 Young Eagle credits paid for all of the tuition, and part of the airfare.)

Secretary Pete Mitchell reported that we have a total of 56 members. We are still waiting for our first quarterly check from the SHARES program, due sometime this month.

The dirt area between the fireplace room and the great room turned into a muddy lake during the rainy September Young Eagles event, with mud tracked into both rooms. To secure the area before the winter rains, Rich Bourgeois has found used commercial grade AstroTurf, available for fifty cents a square foot, in 60 foot lengths either 10 or 15 feet wide. The membership voted unanimously to spend up to \$1,000 for this project, provided that MDPA agrees to an equal amount to share the costs. These monies should be sufficient to purchase the AstroTurf and all related items, such as sand, fill, and spikes.

Tracy Peters and Rich Bourgeois are working on our December 14th holiday party. The club will provide the "protein": Salmon, Turkey and Roast Beef. Members are to bring a potluck dish. An email invitation (Evite) will soon be sent to all members, with a list of dishes to choose from. Help is needed with decorations, in a joint effort with MDPA (they are having their party a week later). Christmas trees are planned in both the fireplace and great rooms.

General Meeting Notes Cont.

Harvard and Guy, acting as the election committee, reported that there were no new candidates, and that the current officers were willing to serve another two year term. The current officers (President, Vice President, Secretary, Treasurer and Newsletter Editor) were re-elected by unanimous acclamation.

Renee and Jack reported we flew 37 Young Eagles and processed 35 merit badges in October. Our computer system has been working smoothly. Renee stressed that volunteers are vital to provide ground support for safety around aircraft. We flew about 310 Young Eagles this year. A new banner will be needed for next year. Chairs and tables from the garage need to be returned to PSA.

The VariEze has been moved from Rich Sperling's hangar. His newly acquired Piper Sport needs the space. The wings have been moved to John Cicero and Ray Nilson's hangar, and the fuselage to Scott Achelis's. This is only a temporary solution. Volunteers are needed to replace the canopy, clean, assemble and paint the airframe. An instrument panel is being assembled. Storage is a problem. The board intends to discuss the whole matter and plan a way forward at their next meeting. Members need to express their feelings to the board members.

Our speaker for the evening was Aaron Fisher, owner of PF Flyers, an aircraft delivery service. Aaron used a photo gallery to enhance the details of his many aircraft deliveries to various parts of the world, over both the Atlantic and Pacific oceans.

Minutes of EAA Chapter 393 Board Meeting November 7, 2013

President Bill Reining called the board meeting to order at 19:00 in the clubhouse fireplace room.

Present, Bill Reining, Tracy Peters, Pete Mitchell, Bob Belshe, Scott Achelis, Guy Jones and Harvard Holmes.

Secretary – Pete Mitchell

We have 54 paid and two lifetime members. SHARES cards, September ended our first quarter our first check will be for five dollars. Badges (magnetic) will be ordered after the November meeting. Anyone wishing a replacement badge, contact Pete.

Treasurer – Bob Belshe

Our bank balance is \$4,947.

Webmaster – Renee Robinson

Our domain registration has been moved to In Motion Hosting.

Air Academy – Tracy Peters

We have a position for a female student at the academy 2014 session. Renee will provide a mailing list to pick a student.

Board Meeting Notes Cont.

Holiday Party Plans – Tracy Peters and Rich Bourgeois

The club will provide Turkey, Roast Beef and Salmon. A member invite will ask for an entree selection as well as what potluck dish they will bring. Rich has a brother-in-law that can do the roast beef. We need to select a cut and amount to determine the price. George Achelis is in charge of decorations. The board approved a max of \$125 to be matched by MDPA, for permanent Christmas decorations. Entertainment will be a slide show of member activities. Cleanup, we need 6 volunteers for cleanup after the party, see Harvard or Bob Belshe. Name tags, Tracy and Pete. Check-in Jack Davi and Vi Egli.

Perpetual Trophy – Scott, Renee and Jack Davi

The candidate has been chosen; Rich Bourgeois will handle engraving the plaque.

Dinner menu – Rich Bourgeois

Roasted Chicken, Mashed Potato's with gravy, Green Beans, Dinner rolls, Salad, Dessert and drinks.

Speakers – Tracy Peters

November,

December is our Christmas Party.

Dinner Menu For November

By Rick Bourgeois

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

- Roasted Chicken
- Mash Potatoes and Gravy
- Salad
- Dinner Rolls
- Dessert ,Coffee and drinks (water & soda)

Let Rick know your suggestions for future meals

Alternative Sources of Energy for Aircraft

Due to increasing fuel costs, a lot of organizations in the aircraft industry are researching and investigating ways to come up with a solution.

There are many major airlines around the world that reportedly incurred net losses already in the first quarter of the year 2008 compared to their previous revenues last year.

The use of alternative sources of energy may be the answer.

Different companies are trying to develop alternative fuels to address its rapid rate of increase, which is a major problem globally.

The following might just be the answers:

- a.. Hydrogen Fuel
- b.. Biofuel
- c.. Liquid Fuel Oil (GTL)
- d.. Electric Power
- e.. Fuel Cell Hydrogen Fuel

Boeing has announced last April 03, 2008 that it has successfully managed to fly a manned airplane powered by hydrogen fuel cells.

It was the first time in the history of aviation. What was used is a lithium-ion battery pack and PEM hydrogen fuel cell, which was developed by Boeing Research and Technology Europe. Hydrogen is not considered an energy source rather a energy carrier because it takes huge amount of energy to extract it from water. The plane which flown 3,300 feet for 20 minutes was a two-seat Dimona motor-glider with electric motor and conventional propeller. At one point during the course of the flight, the plane managed to reach a speed of 62 mph.

Boeing is not yet certain If this can be applied to a large passenger/airplane but they would continue to research for the probability.

Biofuel

Last February 25, 2008, Virgin Atlantic successfully flown an airplane with biodiesel. This made them the first airline to have a breakthrough on this.

Biofuel can either a solid, liquid, or gas fuel derived from recently deadbiological material. The use of it has a big potential to reduce our dependence on petroleum. Different types of biofuels are vegetable oil, biodiesel, bioalcohols, biogas, syngas, cellulosic, and algae. The company,Ãs Boeing 747-400 flew from London to Amsterdam. One of its four fuel tanks has a 20 percent mix of biofuel derived from coconut and babassu oil. These were chosen because they are environmentally and socially

sustainable and can be found in usual cosmetic products. No modifications

were done to accommodate the biofuel.

Virgin Atlantic said that they are willing to share the results of its analysis to other organization also wanting to cut their carbon emissions.

On October 19, 2007, Biodiesel Solutions and Green Flight International successfully completed a test flight in Nevada using a Czechoslovakian-made

L-29 aircraft that has reached 17,000 feet during the course of the flight.

Liquid Fuel Oil

February 5, 2008. For the first time, an Airbus A380 aircraft has managed to fly using liquid fuel from gas, also known as GTL (Gas to liquids). It can be defined that GTL is a refinery method that transform natural gas or other gaseous carbons hydrocarbons into longer-chain hydrocarbons or liquid fuels. The resulting fuel then can only be blended with Diesel fuel. Shell International Petroleum provided the jet fuel used. The aircraft has flown from Filton UK to Toulouse France for three hours.

Electric Fuel

July 30, 2007. Sonex and Aeroconversions introduced an electric sports aircraft at the AirVenture OshKosh trade show. The aircraft was runned byelectric engines and a high-output Battery.

An electric aircraft is one, which runs on electric motors instead of combustion engines. The electricity can either come from fuel cells, solar cells, ultra capacitors, power beaming, or batteries.

Some of the advantages are decreased change of mechanical failure resulting to an increase in safety, lesser noise, greater torque from electric motors, and lesser risk of explosion or fire.

Fuel Cell

May, 2008. With the collaboration of German Aerospace Center and Airbus, the first commercial aircraft using fuel cells was introduced at the ILA Berlin Air Show 2008. The aircraft was an Airbus 320.

In the meantime, Sandia National Laboratories and Boeing are working together on a project for a possibility of using fuel cells to provide powerbackup for aircraft. The purpose is to provide alternative power for emergency situations when the main power shuts down. Also, Israel Aerospace Industries is currently developing an inter-city aircraft that will use fuel cells.

A fuel cell is electrochemical conversion equipment. It converts fuel and an oxidant to electricity, which reacts with the existence of electrolytes.

Aircraft Parts that Build an Aircraft

There are a lot parts and pieces that build an aircraft and when you have or fly a plane, you are definitely aware that some of these parts need to be replaced from time to time. Like any sort of moving entity, parts wear down or simply don't operate as good as they once did. When these parts wear down and the need for replacement arises, the whole aircraft is not outdated yet, as an alternative, aircraft parts must be bought and then installed on the aircraft.

As you might have understood, there are diverse aircraft parts that may or may not need to be replaced throughout the life span of an aircraft. When the majority of us imagine of an aircraft part, we only think of the seats, the seatbelts, the carpet,

Cont. from page 2

overhead bins, and the little fold out tables. While these are just additions to an aircraft, these are the pieces of an aircraft that wear out fairly quickly and need to be replaced. Most commercial airlines have thousands of replacement parts for each of these and they can simply replace them out as needed.

Then there are the external parts of an aircraft that most of us think of such as the propellers, engines, wings, windshield, and tires. These are the parts of the aircraft that deal with the elements, and for this reason they are often repaired and replaced as needed. All aircraft, especially commercial types are being checked and inspected to make sure that they meet minimum safety requirements.

During the inspections, a lot of things may be discovered to be in bad condition and they then are stranded until the faulty or worn out aircraft parts can be replaced or repaired.

There are a lot of parts of an aircraft that will eventually be in bad condition or simply become obsolete that will need to be replaced during the life span of the aircraft. Some of these aircraft parts include audio panels, autopilots, HF radios, radar altimeters, storm scopes, transponders, weather radars, and more.

Many parts of the actual aircraft frame will require to be replaced, as well. Just like cars or any other vehicle, there are a lot of little parts and pieces that wear down and need maintenance.

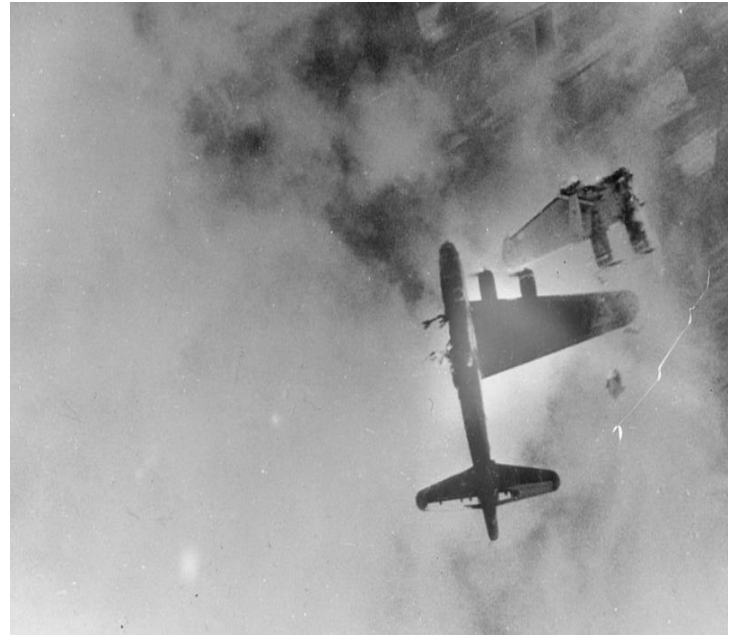
When an aircraft part requires to be replaced, an aircraft owner or the commercial airline requires a parts supplier or dealer. Most commercial airlines keep supply of the typical parts that require replacing or repairing but they get these parts from the parts supplier. These parts suppliers have parts varying from very small to very huge and depending on the supplier that you go to, you may find that they specialize have a lot of parts part for any aircraft. You will find that aircraft parts suppliers that cater to a different kinds of aircraft.

by Mark Sorne

Marketing & Business Development Officer
Aerosup Inc.

E-mail: marketing@aerosup.com

Website: www.aerosup.com



Wee Willie

The iconic picture from World War II is of Wee Willie a B-17G from the 322d BS, 91 BG after taking a direct flak hit on its 128th mission.

Hit by fighters then a direct flak hit blew the left wing off. This, and another plane, were the 91st's last aircraft lost in combat during the war.

Target: Stendal, Germany

Date: 8 April 1945

MACR 13881

(U.S. Air Force photo)

1stLt. Robert E. Fuller - Pilot • O-774609 / California (POW)

2ndLt. Woodrow A. Lien - Co-Pilot • O-778858 / Montana (KIA)

T/Sgt. Francis J. McCarthy - Navigator • 14148856 / Tennessee (KIA)

S/Sgt. Richard D. Proudfit - Togglier • 14166848 / Mississippi (KIA)

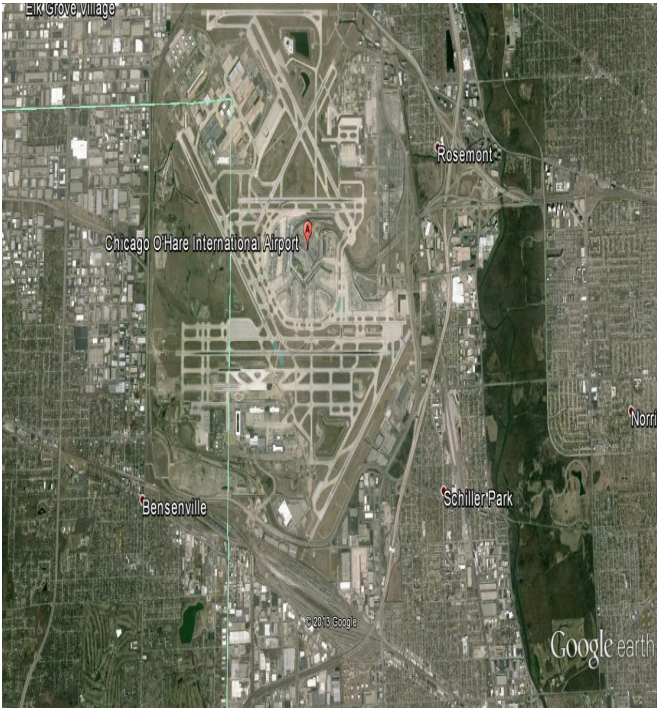
S/Sgt. Wylie McNatt, Jr. - Engineer/Top Turret Gunner • 38365470 / Texas (KIA)

S/Sgt. William H. Cassidy - Ball Turret Gunner • 32346219 / New York (KIA)

S/Sgt. Ralph J. Leffelman - Radio Operator • 19112019 / Washington (KIA)

S/Sgt. James D. Houtchens - Waist Gunner • 37483248 / Nebraska (KIA)

Sgt. Lemoyne Miller - Tail Gunner • 33920597 / Pennsylvania (KIA)



Google Earth view of Chicago O'Hara Airport

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

P.O. Box 6524, Concord, CA 94524-1524

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

Officers/Appointees for 2013-2014

President: Bill Reining

pres@eaa393.org 510 479 7260

Vice President: Tracy Peters

veep@eaa393.org 925 676 2114

Secretary Pete Mitchell

secty@eaa393.org 925 586 6491

Treasurer Bob Belshe

treas@eaa393.org 925 376 7677

Newsletter Editor Bill Bower

nle@eaa393.org 925 813 5172

Tech. Counselor Rick Lambert

tc@eaa393.org 925 323 0041

Tech. Counselor Bob Sinclair

N320sierra@gmail.com 925.935.7465

Young Eagles Renee Robinson

yec@eaa393.org 510-828-1734

Dinner Coordinator Rick Bourgeois

RicFlyer@Comcast.net 925 432 9076

Photographer Tom Howard

photog@eaa393.org 925 933 6015

Webmaster Renee Robinson

webmaster@eaa393.org 510 828 1734

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.



2693 Clayton Rd Concord CA. 94519

925 689 7220 or 676 5800

www.alpinepastry.com



STERLING
Maintenance - Avionics - Fuel/Line Service

Larry E. Rohrbacher
Line Service Manager

Pacific States Aviation

51 JOHN GLENN DR.
CONCORD, CA 94520
(925) 685-4400 FAX: 687-2434

www.pacificstatesaviation.com



UNICOM - 122.95

EAA Chapter 393

P.O. Box 6524

Concord, CA 94524-1524



The Leader In Recreational Aviation

Meeting and Event Schedule

Board	Y Eagles	General	Fly-out	Other
-------	----------	---------	---------	-------

Nov 20 Chapter 393 General Meeting
 Dec 5 Chapter 393 Board meeting
 Dec 14 Christmas Party Airport Club House
 No General Meeting in December

Happy New Year
 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
 Aug. 7 Board Meeting
 Aug 27 General Meeting

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