



February 2014

Next General meeting Feb 26 2014

President's Notes February 2014

There is a mixture of good news and bad news to report. First the good news – our picnic area project will proceed in earnest starting Monday, February 24. Our resident contractor, Scott Achelis, has committed his time and resources for the week to prepare the ground and install the used AstroTurf. The ground must be leveled, a rock base laid down, a layer of sand spread, and then the turf put down. Once the turf is down, “in-fill” (a mixture of sand and ground rubber) is brushed into the tufts of the artificial turf. In addition, a fence will be installed around the area to contain kids and parents during the Young Eagle rallies. Scott will need some able-bodied assistants each day for the whole week – please let him know directly if you can help.

The bad news is: no Ford Tri-Motor visit this year. Apparently the EAA had been using their aircraft, plus a leased aircraft, to plan an extended tour schedule. Unfortunately the leased aircraft is no longer available. Let's hope something can be worked out for next year.

Planning has begun for our 2014 Young Eagle rallies, which begin on the 3rd Saturday of April. They will continue on the 3rd Saturday of each month through October, except for July. A new banner is being ordered for display on the edge of the golf course along Concord Avenue. Our Young Eagle flights last year generated almost \$1500 in credits we can use to send a teenager to the Air Academy this July!

Attn All Members on Deck Work Party

Starting the week Of Feb 24th we will need as much help as possible to start the installation of the Astro Turf at the Club House. See Prez notes above for more info more info.

President Notes Cont.

It's that time of year to pay dues (\$30). If you haven't done so already, you can pay by:

- Writing a check payable to EAA Chapter 393 and mailing it to PO Box 6524, Concord, CA 94524-1524, or
- Giving a check or cash to our Treasurer, Bob Belshe, at the next meeting on Feb. 26, or
- If you have a PayPal account, sending \$30 to treas@eaa393.org.

Jan General Meeting Notes

President Bill Reining called the meeting to order at 19.30 in the clubhouse great room. Rick provided a roast chicken dinner for 29. Visitors, Rolland LaPelle from Walnut Creek, flies a modified Varieze, and Captain Hudson and his group, our presented for the for the evening.

Treasurer – Bob Belshe reported a bank balance of \$ 3,500. Dues are due January 1st. Mail \$30 to our PO Box 6524, Concord 94524-1524 or via PayPal.

Secretary – Pete Mitchell, membership is up to 57. We received \$46.56 this quarter from the SHARES program of Save Mart Supermarkets (Lucky, S-Mart Foods and FoodMaxx). Thanks to everyone who are using their SHARE cards. There is no cost to the user, the difficult part is remembering to present the card when paying for groceries. Extra cards are available at meetings or ask a board member. Give them to friends, especially those with children (eating machines).

Holiday Party – Tracy Peters

Looks like income and expenses are a wash, the price was right. MDPA bought our surplus liquor. We will try to simplify the entrées to two plus a vegi selection, next year.

General Meeting Notes Cont.

Captain Hudson and his group represented Travis AFB 60th Air Mobility Wing. "The largest, most diverse flying wing in the Air Force." Their presentation centered around the addition of a 3,500 foot "Assault Strip" just east of 21L. Aircraft using this "strip" will often be using extreme rates of climb and descent, minimizing exposure to hostile fire. They request we call them well before entering their airspace. They are a training facility and welcome the chance to handle traffic. Practice approaches are available, traffic permitting, no landings.

Meeting adjourned 20:45

PJM

Minutes of EAA Chapter 393 Board Meeting

February 6, 2014

President Bill Reining called the meeting to order at 19:00.

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

Secretary – Pete Mitchell

We have 57 members 18 are due for 2014. We received a SHARES check for \$46.56 for the last quarter of 2013.

Treasurer – Bob Belshe

We have a bank balance of \$5,227 and young eagle credits of \$1,470.

Property & Tools Status – Harvard Holmes

Harvard is working with Tracy to include Dick Rihn's donated tools in the inventory. The completed inventory will be transmitted to the board.

February General Meeting – Tracy and Rick

Tracy's presentation for the February meeting will be the first installment of our EAA393 Builders Workshop series of video and hands on workshops on the different skills and techniques you need to build and maintain your experimental aircraft. We will start with sheet metal and move on to composite, electrical avionics and engine installation. We will end the series with a presentation on how to test fly your new aircraft.

Board Meeting Notes Cont.

March will follow up with a hands on workshop with sheet metal tools.

April will be a sheet metal riveting demonstration in our clubhouse garage. Anyone with ideas for future programs/speakers let Tracy know. Dinner menu, Taco Soup, Corn Bread, Corn Chips, Salad, Dessert and Drinks.

Trimotor Visit – John Davi

National has lost the lease of its second Trimotor for the 2014 season. The remaining Trimotor will be remaining close to home. They have hopes for a second aircraft for the 2015 season.

DFW Lite Flyers EAA Chapter 393 – Bill Reining

Bill talked with National about a Dallas Fort Worth chapter 393. We were informed they fly Ultralites and there is no problem with duplicate chapter numbers.

Picnic Area Improvements – Scott Achelis

Scott has penciled in the week of February 24th weather permitting to install the Astroturf. Six volunteers will be needed that could help all week. John Davi has volunteered to pay for a white, plastic, picket fence.

Young Eagle Rally preparations – Renee, Jack & Tracy

New Banner, Tracy has a design, is getting a quote, should be up about April 1st. Needs to be ordered by mid March. Banner poles could be realigned while we have a work crew for the picnic area.

Flight Simulator, our yoke and rudder parts use PS2 ports not available on our laptops.

Eagle Flight Poster, Scott & Tracy will enlarge some of our existing artwork.

Ramp Markings, Harvard will apply the white tape outlines.

National has issued a credit of \$1,470 for young eagles use. Renee will verify insurance coverage for the 2014 year.

Air Academy, our space is reserved, Tracy is working with a candidate list. Bill has requested National pick up our young eagle at Milwaukee.

Board Meeting Notes Cont.

Window Blinds – John Davi

The blinds have been measured, priced, will be presented to the airport next week.

Miscellaneous

PA, Tracy, everything is working except for one land-line, he has an external speaker to mount.

Our domain name is registered as “*eea393.org* Web-master”.

Scott has painted around the glass replacing the A/C.

Tracy, birds are accessing the false ceiling above the great room.

The Varieze move to Gness field is still pending.

Tracy & Guy moved the tables & chairs to PSA.

Bill will email Beth for specs regarding the tower playground sign.

Meeting adjourned 20:30

PJM

Feb 26 Dinner Menu

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

Items For Sale or Swap

1. A complete new Dynon D1 Portable EFIS w/ installation apparatus.
2. Unit purchased for a RV-12 but never used.
I paid \$ 1436.00 / asking \$1000,00 or best offer.
3. Pilot PA-400 4 way stereo intercom box never used. Same as above.
Paid \$185.00 / asking \$140.00 or best offer.

Contact Dick Sperling
sperli6@comcast.net

-EAA 393 BUILDERS WORKSHOP

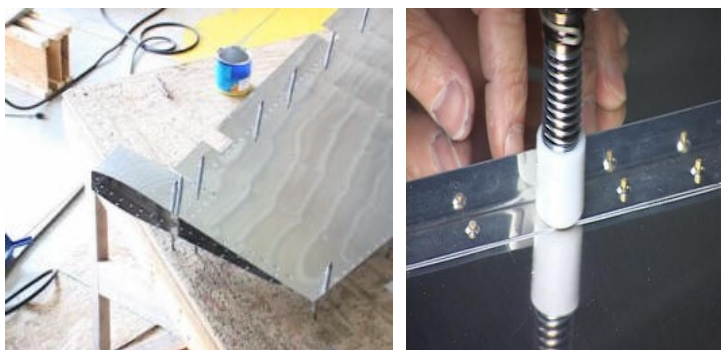
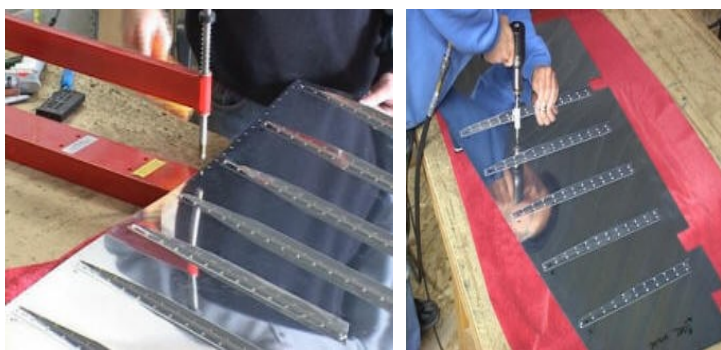
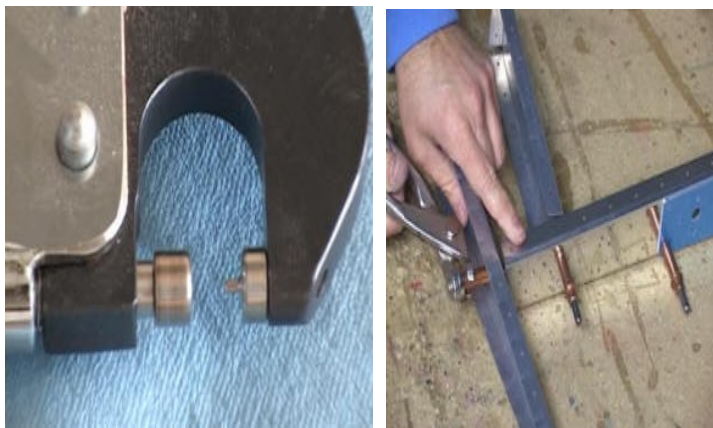
RV RUDDER WORKSHOP

Our presentation for the February meeting will be the first installment of our EAA393 Builders Workshop series of video and hands on workshops on the different skills and techniques you need to build and maintain your experimental aircraft. We will start with sheet metal and move on to composite, electrical avionics and engine installation. We will end the series with a presentation on how to test fly your new aircraft.

The video we will be watching is a two part build of a RV series rudder. The tools demonstrated in the video will be available at the meeting to examine and we will follow this up next month with a hands on metal construction workshop.

This instructional video has 2 major sections: The first section contains an overview and demonstration of the tools and techniques that are required for building an RV aircraft. These specialized building techniques center around riveting with solid rivets - essential for the RV aircraft. Many specialized tools are required for this type of construction and are discussed and demonstrated. Techniques that are shown include: dimpling, countersinking, deburring, drilling, back riveting and pop riveting. A full discussion of the types of rivets that are used along with their important characteristics is included in this first section of the video. The tools for measuring proper rivet setting (rivet gauges) are shown and demonstrated. Some of the tools that are featured include: hand squeezer, pneumatic rivet gun, flush and universal rivet sets, dimple dies, back rivet sets, scotch-brite polishing wheel and deburring tools. This first section of the video is the important background into proper building methods that are universal for building an RV type aircraft.

The second section of the video uses all of the techniques covered in the first section to actually build the rudder for an RV7. The rudder is typically among the very first components to be built when starting an RV aircraft project. The challenges, skills and techniques needed to build a rudder are same ones required to complete the rest of the plane. The assembly manual supplied with the rudder is used to build the rudder by the instructor in front of your eyes. It provides a realistic view into just what it takes to complete an RV kit plane. It is an excellent way to see what tools are needed and how to use them in a practical environment. This second section of the video ends with a completed rudder.



In Flight Guidance

BE CONSERVATIVE: Military tactical maneuvers normally

remain within 12 NM of Travis AFB

BE AWARE: Tactical maneuvers may take place anywhere from

surface to >10,000' MSL. Climb/Descent rates can be as high as

5,000 - 10,000 feet per minute!

BE VISIBLE: Turn on all available exterior lights

BE VIGILANT: Scan outside for maneuvering heavy aircraft

BE KNOWLEDGEABLE: The Travis IFR radar pattern and

VFR overhead pattern are contained within Alert Area A-682

BE SAFE: The best way to fly in/near Travis airspace: Avoid it

BE SMART: If you have to fly through Travis airspace:

SQUAWK (Mode 3A & Mode C if able)

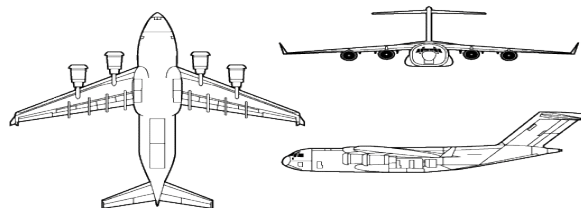
TALK (It may be optional, but it helps!)

LISTEN (Note potential for conflicts)

CLEAR (Look up and down and all around)

THANK YOU for your cooperation and help in keeping

Travis' airspace a safe environment to fly in .



Looking Through the Fence: A Young Eagle's Story



By Joel Hargis, President EAA Chapter 534, and Jason Fitzwater

January 23, 2014 - Recruiting Young Eagles can be a challenge. Finding young people with a genuine interest in aviation is even tougher. Then there is Jason Fitzwater, 18, of Leesburg, Florida, one of EAA Chapter 534's most successful Young Eagles. Joel Hargis, EAA 1074421, of Eustis, Florida, and chapter president, tells the story with Fitzwater.

Joel Hargis: One afternoon at the airport I was hanging out with my A&P/IA and pilot Arnold Holmes in his hanger. Arnold was at the time EAA Chapter 534 president. We were as per usual talking about airplanes and flying when we noticed a father and son looking through the fence at the airfield. I noticed the young man was about 16, and being our Young Eagle coordinator at the time, I encouraged them to come through the gate to get a closer look. They were reluctant at first but with more friendly encouragement, they came in.

Arnold and I chatted with them for several minutes and explained our Young Eagle program and the teen seemed very excited about it. They said they would be there for our next fly day. What we did not know at the time was, well, let me let Jason tell you.

Jason Fitzwater: I can remember a day when I was really little walking around the Webster Flea Market and seeing a shirt with an F/A-18 and carrier on it. Since then I have always known that I wanted to join the Navy and become a Naval aviator.

Once I got a little older - around 10 or so - I remember begging my parents to take me to the Leesburg airport to let me take flying lessons. Little did I know that I was way under the solo age of 16, but I couldn't wait to get in the cockpit.

In the days before there were gates on all the airport roads, my dad and I would drive around and look in all the open hangars. Then one day I remember Joel spotting us looking through the fence. He came over and asked if I would like a free ride. As we talked and got to know each other a little better, I accepted his invitation. It all started right there.

JH: So the day Jason came in for his flight, we hooked him up with Dave Teisch, who is one of our veteran pilots who gives Young Eagle rides in his Lake Amphibian. Dave spends a lot of time when flying Young Eagles, generally including a 45-minute ride with a couple of water landings as our airport, Leesburg Municipal (KLEE) is surrounded by lakes. When they came back, Jason could not get the smile off of his face. To say he was excited is an understatement.

JF: After my first Young Eagles flight, and as soon as school got out, I practically moved onto the airport - spending every waking moment there working towards my private pilot certificate. My first training flight was exciting, but it paled in comparison to my first solo flight. I knew I could do it but was still nervous. Everything was going fine and as I took off for the first time by myself I realized that I had to get it back on the ground by myself. I think I lost a pound of body fat for every minute I was up in the air from sweating. I remember all three of my touch-and-goes like it was yesterday. The first was probably my best; the wheels squealed a little, but it was still smooth. After I stuck the first one, my confidence level went way up and I knew that I would be fine. The second one was not as smooth but still good. Finally, the third one was the most exciting. As soon as the wheels touched down I could not stop smiling for I knew that I had just flown an aircraft successfully by myself for the first time. Once I taxied back and parked, I was on cloud nine, nothing could stop me.

The hardest part of the training for me was the book work. I had to work tremendously hard to pass the written exam. I remember times where I would go in and my instructor would tell me that we were not even going to get in the airplane that day.

In contrast, flying came fairly natural to me. I mean there were some frustrating moments, but for the most part I was able to pick up the skills rather quickly. My love for aviation allowed me to have a positive outlook on even the most difficult aspects of flying. In the weeks before my check ride I was flying three and four days a week, trying to perfect my skills.

Finally I was ready for my checkride and scheduled it for my 17th birthday, November 7, 2012. I had the examiner and the plane all set - even had a prearranged absence from school! Unfortunately, the weather didn't cooperate so we called it off until the following Saturday.

I showed up on test day with perfect weather. I got everything ready, said a final prayer with my family and took off for Crystal River airport. Once I arrived I met my examiner, and she calmed me down right away. We must have sat in her office for nearly two hours doing the oral exam. My brain was fried even before we got to the flying portion.

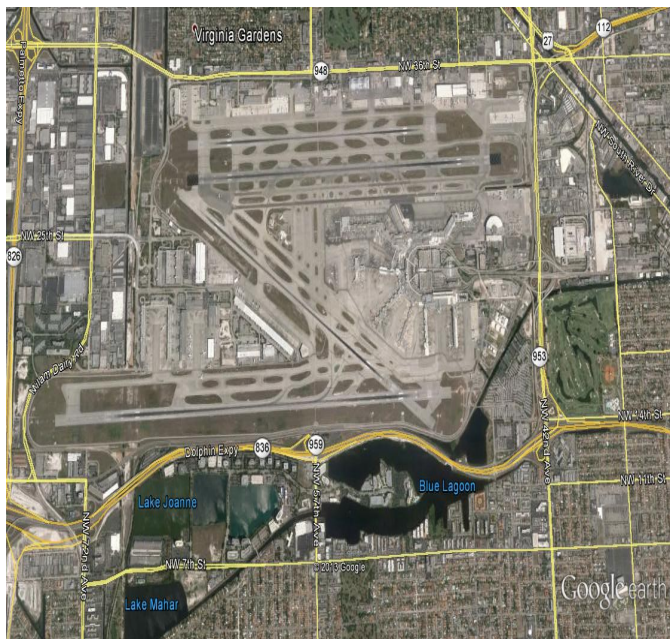
When we finally got into the airplane, we taxied onto the runway and she told me to fly the course I planned to Daytona Beach. Right before take-off I realized that I had left my map in the baggage compartment. I thought I flunked right there. After the examiner crawled through the plane and found my map we took off. Luckily, I performed all of my maneuvers within the standards.

One thing that stuck out and I think helped me pass, was that she mentioned she was proud of me for calling off my first attempt to take the test. Although it was a tough decision, and at times I was tempted to go ahead and risk it, I am so thankful that with the guidance of my instructor and parents I decided to call that first attempt off. I think that if I would have gone through with it in that weather, I would have instantly failed.

Now that I have my private pilot certificate, I have been looking for ways that I can use it and keep my skills fresh. Recently I was able to be a Young Eagle pilot. It was so special because I was once a Young Eagle and to be able to give back to the program that helped me get started meant a great deal to me. Practically every dollar I earn goes into my flying fund. I like to spend every moment I can up in the air. There is no greater feeling. Being in the air gives you a totally different perspective on life. I would not trade all of the sweat and frustration that went into this for anything on earth!

JH: So this is a great story that exemplifies what Young Eagles is all about! Young Eagles lets us help someone go from Young Eagle to Young Eagle pilot. You never know who you might find peeking through the fence, or run into going through our daily life. We all need to keep our eyes and ears open, as you never know when you might recruit the next pilot.

Jason is a senior in high school and has his application into the Naval Academy to fulfill his dream in becoming a Naval aviator.



Google Earth view of KMIA

The Experimental Aircraft Association

Chapter 393 of Concord, CA

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

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Photographer Tom Howard

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Webmaster Renee Robinson

webmaster@eaa393.org 510 828 1734

Chapter meetings are held on the 3rd Wednesday of the month at 200 Sally Ride Dr Concord Ca. Meetings are open to anyone who loves aviation and wants to learn more.

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 WedFlyOut@eaa393.org You may contact HarvardHolmes@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.



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Meeting and Event Schedule

Board	Y Eagles	General	Fly-out	Other
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Feb 26 General Meeting

Mar 6 Board Meeting

Mar 26 General Meeting

April 1-6th Sun and Fun

April 3 Board Meeting

April 19 Young Eagles Rally

April 23 General Meeting

May 1 Board Meeting

May 17 Young Eagles Rally

May 28 General Meeting

June 5 Board Meeting

June 6-8 Golden West Fly In

June 21 Young Eagles Rally

June 25 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 page 5 for details.

EAA Chapter 393

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Concord, CA 94524-1524



We are on the Web!

<http://www.eaa393.org>

Email: nle@eaa393.org

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