



## December 2014

### Next General Meeting Nov. 19th

#### President's Notes December 2014

I have just completed the yearly chapter renewal paperwork required by our national headquarters in Oshkosh. The process involves listing the contact information for all of our officers, Young Eagle Coordinators, and Technical Counselors. It also requires a description of the facilities we use as a part of next year's insurance coverage. In the end we are required to pay \$100 in dues for 2015, and \$430 for insurance for 2015. The insurance provides \$1M of general liability and \$250K for "productions and completed operations", as well as \$5K for medical expenses per person.

There is a long list of things that a chapter is not allowed to do, including:

- Owning, leasing or operating an airworthy aircraft
- Aircraft fueling for a charge
- Flight instruction
- Racing of any kind
- Flour bombing or pumpkin drops
- Balloon breaking or ribbon cutting
- Simulated aerial combat
- Wing walking or parachute jumpers
- Pyrotechnics and fireworks
- Bouncy houses or kiddie rides
- Floats or motorized vehicles in parades
- Overnight youth camps
- Air shows
- Sale of alcoholic beverages
- Etc.

In spite of all these prohibitions, we are expected to have fun and serve the public! Actually, we do very well in this regard. Just come to the Holiday Party on Saturday evening, December 13 and see for yourself!

Happy Holidays and Happy New Year!

#### General Meeting Notes

Nov 19, 2014

President Bill Reining called the meeting to order at 19:30 in the clubhouse great room. Thirteen members present, guests Bethi Gibb, Don Lem (new member), and our speaker for the evening Mike Bruno. Rich served chicken potpie for dinner.

Secretary – Pete Mitchell

Membership is at 55 plus pending new member Don Lem.

Treasurer – Bob Belshe

Our bank balance is \$1,000 plus a \$900 check from Watsonville, less some heat pump incidentals. Harvard and Bill have nearly completed the install of the two units.

Cleco – Bill Bower

We have a facebook page; search EAA 393 hit the "like" button. We need likes to make us visible. Scheduled meetings and young eagle's events are shown.

Holiday Party – Jack Davi

Bob Belshe reports he has received 19 party returns so far. Jack has several prizes for the raffle. Rich is planning on providing a player piano. Andrea Achelis and crew (EAA & MDPA) are planning holiday decorations.

Speaker – Mike Bruno

Mike went to work, as avionics tech for Sterling Avionics in October of 1993, became general manager in 1999. Sterling purchased Navajo Aviation in 2001. Mike began participation with the Aviation Advisory Committee in 2002 and became chairman in 2012. The AAC advises our county board of supervisors and airport staff on airport matters. Mike discussed the AAC functions and his duties as Sterling manager and avionics tech. He went into detail about ADS-B, (automatic dependent surveillance–broadcast) the equipment involved, the cost and the timeline to meet the 2020 deadlines. [www.sterlingftc.com](http://www.sterlingftc.com)

## Board Meeting Notes December 3<sup>rd</sup> 2014

Present Bill Reining, Harvard Holmes, Tracy Peters, Rick Bourgeois, Bill Bower, Bob Belshe and Pete Mitchell.

President Bill Reining did not call the meeting to order...instead he ordered KP.

We swept, vacuumed and moped both the fireplace and great rooms, both restrooms and the kitchen.

Our refrigerator, which had suffered from exploding soda cans was emptied and washed.

Everything is ready for the decorating committee and our holiday party.

You have sent in your holiday party RSVP with your meal selection?

Pictures from the recent work on the Clubhouse and fencing. Thanks to everyone who put in numerous hours. Photos courtesy of Guy Jones.





## A Year Is Too Short

I'm not exactly sure when or why the year—12 months—became enshrined in so many aviation regulations. But it did. And it's not nearly long enough, particularly when it comes to annual inspection of our airplanes.

There is no question that calendar time, not just operating time, exacts a toll on any machine. So inspection intervals based on the passage of time make sense. And maybe at some point the passing of a full year was reasonable cause for an inspection. After all, wood left out in the elements can degrade a lot in a year. And so could the cotton fabric that covered the airframes. And the steel tube that was often used for primary structure could rust very quickly.

But those days are long gone. Of course, tube and fabric airplanes still exist and are still being built, but the fabric is synthetic that lasts for decades and corrosion control and wood preservation has vastly improved. And the big majority of airplanes are made from aluminum, and there is a growing number of composite construction airplanes, all of which age much more slowly than the fleet did when the annual inspection requirement was established.

What we're left with is the wear and tear of significant disassembly necessary to complete an annual inspection. Simply because 12 months have passed, an airplane that is working just fine has to be torn apart just to be sure it's working, and that is guaranteed to cause at least some wear, and also create at least a few issues when things are reassembled.

Even worse is that we are all flying fewer and fewer hours. Meaningful annual flight hour averages for typical personal airplanes are impossible to come by, but I'm convinced the annual average of flying is somewhere around 50 hours. The flight times are so low there is simply no way we are wearing our airplanes out from actual use.

The people who do fly a lot—the airlines and business jets—have made great progress in moving beyond arbitrary calendar time limits. The Maintenance Steering Group (MSG) is an industry committee that works with the FAA and manufacturers to design in maintainability. The goal is to increase the time between maintenance events and make line replacement of failed units quick and inexpensive.

Many newly designed jets have a basic maintenance interval of 600 flight hours or more. That means you only check the oil and tire pressure and stuff like that for the entire 600 flying hour interval.

We can't redesign our airplanes to an MSG standard, but as Mike Busch has repeatedly pointed out, we could employ evidence based inspection and maintenance in place of the arbitrary annual. And the evidence is not on the side of an every 12 month disassembly to find critical problems.

When you think about what calendar time does to an airplane versus the wear of flight everything bad that can go wrong when an airplane is not flying happens very slowly. I guess it's possible a crack could develop in a motionless airplane, but not very likely. Wear of moving parts doesn't happen without flight. Yes, lubricant does dry out, hoses and rubber seals do decay, but that happens over many years, especially to airplanes stored indoors.

Internal engine corrosion is a threat to an airplane that flies little, but only to your wallet. If a corroded cam lobe rounds out, or a rusty cylinder wall wears, the engine won't stop suddenly. Oil consumption and rough operation will tell you it's time for maintenance if corrosion has attacked your engine.

What we need is to focus inspections on flight hours and stretch out the calendar intervals to a point that makes sense. Certainly a full inspection every other year would not compromise safety for an airplane that flies 100 hours or less a year. And that would cut routine maintenance costs by half. And for many of us maintenance is the largest component of airplane ownership cost, so half would be big, and a safe place to start. For example, if the requirement were 200 flying hours or two years between what is now an annual inspection, whichever came first, most of us would save a bundle.

Just as we are all demanding that the FAA overhaul the third class medical because there is no evidence it adds to safety, it's time to do the same for the annual inspection. A year is just too soon to take a personal airplane apart.



## Wednesday Fly Outs

By Harvard Holmes

To maintain 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, its also fun to see and ride in our members aircraft. The e-mail address is wed-flyout@eaa393.org. You may contact Harvard Holmes at harvard-holmes@comcast.net or Renee Robinson webmaster@eaa393.org to be added or removed from the list.

Generally, someone who wants to go flying will send a suggestion to the list a day or two before. Those who can go will respond, and a destination selected. Recent destinations have include: Half Moon Bay, Petaluma. Santa Rose, Ukiah, Boonville, Shelter Cove, Willows, Auburn, Sacramento, Lodi, Stockton, Merced Watsonville, Lake Tahoe and Salinas. If the weather is poor a selection may be made as late as Wednesday morning.

Young Eagles-Next Rally scheduled for April 18, 2015. Rally schedule for 2015.

April 18

May 16

June 20

August 22

September 19

October 17

## The Experimental Aircraft Association

### Chapter 393 of Concord, CA

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Photographer Tom Howard

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Chapter meetings are held on the 4th Wednesday of the month at 200 Sally Ride Dr Concord Ca. Meetings are open to anyone who loves aviation and wants to learn more.

**All are welcomed.**

No General Meeting in December. See everyone at the Christmas Party on December 13th.



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We are on the Web!

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### Meeting and Event Schedule

Board	Y Eagles	General	Fly-out	Other
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Dec. 13 Christmas Party				
Jan 1 Happy New Year 2015				
Board Meeting Jan 7, 2015				
General Meeting Jan 28, 2015				
Board Meeting Feb 5, 2015				
General Meeting Feb 25, 2015				
Board Meeting Mar 4, 2015				
General Meeting Mar 25, 2015				
Board Meeting Apr 1, 2015				
Young Eagles Rally Apr 18, 2015				
General Meeting Apr 22, 2015				
Board Meeting May 6, 2015				
Young Eagles Rally May 16, 2015				
General Meeting May 27, 2015				
Board Meeting June 3, 2015				
Young Eagles Rally June 20, 2015				
General Meeting June 24, 2015				
July 20-26 AirVenture 2015				

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.