



March 2015

Next General Meeting Mar. 25th

Presidents Notes

With our crazy weather, it sure feels like spring already. Hope everyone is taking advantage of the good flying weather. Speaking of which, in addition to our regular Wednesday fly-outs to lunch, there are some fun MDPA outings on the first Saturday of each month, to which we are all invited. You might even want to consider joining their flight to the Grand Canyon over the Memorial Day holiday weekend.

Another fun and challenging flying event is the Hayward Air Rally. This year's rally will be held Friday June 12 through Sunday June 14. Actually the first event begins Thursday afternoon with the mandatory aircraft "impound" at 4pm at the Hayward Airport, followed by a preflight briefing. The competition consists of two legs Friday morning and afternoon, from Hayward to Redding, and from Redding to Bend, Oregon. Participants are scored on how closely they match their pre-flight estimate for time enroute and fuel used on each leg. Saturday in Bend is free until the awards banquet that evening. Sunday everyone flies home any way they want.

Our plans for the Ford Tri-Motor visit on April 28 through Sunday May 3 are progressing nicely, thanks in large measure to the hard work of Bill Bower and Stephen Tucker. The aircraft will be located on the PSA ramp and stored in the PSA hangar each evening. We will have the section of the PSA ramp right next to the hotel, which should provide enough space for both the Tri-Motor and several antique Model T's, etc. Please mark you calendars and plan to be busy this particular weekend, as we will need plenty of volunteers to handle the crowd, escort folks on and off the aircraft, etc.

Our first Young Eagles rally is scheduled for the 3rd Saturday in April (the 18th). Tracy has several Boy Scouts already signed up, so it promises to be a busy day.

General Meeting Notes

President Bill Reining called the meeting to order at 19:30 in the clubhouse great room. Seventeen present including new members Mark Ausman (Marc@Ausman.com), (RV7 west ramp B19), Guy Cole (GuyCole@gmail.com), (RV8 east ramp D2) and guest Chad Stone.

Secretary – Pete Mitchell

Membership, we have 39 paid, 23 are still due for 2015 for a total of 62. Dues of \$30 are payable in January.

Treasurer – Bob Belshe

Our bank balance is \$1,372; Tracy is working on the refund of our \$400 Wings over wine country deposit.

Bill Bower

Ford Tri-Motor will be arriving Thursday April 30th, flying Friday, Saturday and Sunday. Departing on Monday. Volunteers are needed for setup, crowd control, parking at Sam's Club, escorting passengers and hot dog sales. Bill Bower (medicbill@aol.com) and Stephen Tucker (Ttucker0182@sbcglobal.net) are coordinating.

Young Eagles – Renee Robinson

Our first rally will be the third Saturday in April. For the year 2014 national has awarded us 348 credits for young eagles flights, totaling \$1,740. These funds will be used for supplies and toward our sponsorship of a student to the academy in July. National wants name of our male student by the first of June. Jack Davi, for health reasons is no longer able to carry out his vice-president and young eagles chairman duties.

General Meeting Notes Cont.

The vice-president is primarily responsible for arranging speakers and activities for future meetings. A volunteer is needed.

Chuck Jenkins RV4 is for sale, nearly completed, needs wiring etc. Contact Bill Black (rktville@gmail.com) or Duane Allen (C177av8r@pacbell.net).

Member introductions finished the formal part of the meeting, followed by a riveting demonstration set up by Tracy Peters. PJM

Board Meeting Notes

Bill Reining called the meeting to order at 19:00 in the clubhouse great room. Present Bill Reining, Tracy Peters, Pete Mitchell, Bob Belshe, Bill Bower, Renee Robinson, Rich Bourgeois, Harvard Holmes, Rich Sperling, Guy Jones and Scott Achelis.

Secretary – Pete Mitchell

We have 39 paid members 23 due for 2015 for a total of 62. We have two new members this month, Marc Ausman and Guy Cole. We have critical mass for name badges (5), I will be ordering them shortly. Anyone needing a replacement let me know. They are five dollars with magnetic pin.

Treasurer – Bob Belshe

We have \$2,329 in the bank.

March 25 General Meeting Tracy and Rick

For dinner, expect Minestrone Soup, Salad, Dinner Rolls, Drinks and Dessert.

Tracy expects a presentation from REACH. They provide emergency air transport services for 911 requests and patient transfers between hospitals based on physician's orders

Young Eagles – Renee Robinson

Rich Sperling mentioned that we need a method to inform adults at Young Eagle events that we are a 501 C-3 non-profit, we are all volunteers and that we welcome contributions toward our Air Academy sponsorship. Jack Davi has had his Young Eagles activities reduced; his duties have been redirected among existing personnel.

Board Meeting Notes Cont.

Harvard will ask his grandson to set-up the flight simulators. Ramp marking need updating. Renee has ordered insurance and supplies for the upcoming season.

Web Site – Renee

The Tri-Motor is front page on our website, along with our first Young Eagles event of this year, Saturday April 18th.

Ford Tri-Motor Bill Bower & Stephen Tucker

PSA is providing hanger space for the Tri-Motor and a banner over their sign. Sam's Club will provide parking. Local clubs are planning to display vintage cars. Volunteers are needed especially Saturday and Sunday.

Cleco, Facebook & Social Flight – Bill Bower

Our facebook page (<https://www.facebook.com/ea393>) has been updated to include our tri-motor event. Check it out; tell your facebook friends, we need more "likes".

Air Academy candidate selection Bill Bower

We have paid a deposit for a male student. Bill has a list of 1400 Young Eagles we have flown. It needs to be sorted by gender, age and duplicates removed. A letter will be sent, a candidate selected from the replies, by the June 1st deadline.

Clubhouse Improvements

We along with MDPA need to decide on a list of clubhouse improvements to be completed by end of the County's fiscal year in June. The list includes; fireplace room light fixtures, window replacement, blinds and thermostat; white board for great room; kitchen-gas stove; lawn furniture and possible electrical service upgrade.

Meeting adjourned 21:15

PJM



For decades when I got to pick my landing airport I always went for one with ATC radar coverage. Being vectored for the approach is safer because you have a second set of eyes watching where you are and tracking safe altitudes.

The safety edge of radar vectors became automated years ago with low altitude alert software installed in the controller's radar. Even if the controller doesn't notice you deviating from a safe altitude for your position the software sees it and sounds a loud alert that the controller passes on to you.

But I have to say that safety was really secondary in my thinking. The real reason I wanted to land at airports with radar coverage is speed and convenience. Radar vectors for an approach were almost always less complicated—and thus less time consuming—than flying to an initial approach fix followed by some sort of course reversal or holding pattern before you actually got started down final approach to the runway.

And if you were unlucky enough to arrive in the airport area when there was another IFR flight around you could be delayed many minutes waiting for that airplane to cancel IFR so you could start the approach.

I'm using the past tense here because the situation has changed thanks to thousands of new GPS based RNAV approaches. Particularly WAAS-aided LPV approaches that nearly all have the T-bone configuration.

Stancie and I were headed home to Michigan from the Bahamas last week. Because of the requirement to stop in Florida to clear U.S. Customs we need a fuel stop en route. In the past I had used Lexington, Kentucky because it has good approaches and radar. But the London airport also has a long runway, good approaches, and fuel that is at least a buck fifty cheaper and is only about 60 miles away. But London has only limited radar coverage from Indy Center while Lexington has full approach control at the field.

The weather was low over most of the southeast that day. It was forecast to be above minimums for London but it was almost certain that flying an approach would be necessary either there or at Lexington.

But London, like thousands of other airports, now has GPS based LPV approaches to both runway ends. And the approaches are the T-bone type which simplifies the approach to match or maybe exceed radar vectors for convenience and ease.

The T-bone configuration has two initial approach fixes astride the initial fix that is on the extended centerline forming a T-bone shape. The fixes at the end of the bone are five miles or so from the final approach centerline.

Because of the precision of WAAS GPS, and the turn anticipation logic that is built into approved navigators, you fly directly to the initial fix closest to your position. The distance countdown to the fix plus the turn anticipation command makes it easy to turn onto the new course without overshoot, something almost impossible with old VOR, NDB or localizer guidance. With those analog signals you didn't know for sure you were nearing the course until the needle started to move, and that was usually too late to turn more than a few degrees without overshooting.

About 40 miles south of London I asked the Indy controller for clearance to UNMODE, the T-bone fix on the south end of the LPV approach to Runway 24. He issued the clearance, I selected it from the initial approach fix options offered by the Garmin GNS 530W and that was it.

The 530W guided me to UNMODE, directed me through the about 40 degree heading change to ODUBE on the final course. Nearing ODUBE the box again anticipated the turn of 90 degrees so I watched the moving map show my track turn nicely inside the fix and center up on final. Once established the 530W switched automatically to LPV approach mode and had perfect ILS-style guidance to the runway.

There is no way radar vectors from my northerly en route course around to intercept the Runway 24 final could have been shorter or easier or quicker. And I had perfect situational awareness at all times during the approach. And the 300 foot decision height and one mile visibility minimums are the same for the LPV as for the actual ILS that serves Runway 6 at London.

I am dubious that the satellite based navigation advancements and ADS-B surveillance of NextGen will add capacity at the nation's truly busy airports because runway capacity, not so much airspace, is the limit there. But at the thousands of little used airports across the country the LPV with its T-bone shape is cutting flying time and increasing situational awareness greatly compared to old analog guidance approaches.

So if you fly IFR we are now getting payback for the investment in advanced WAAS GPS navigators. The T-bone and LPV have made the thousands of little used airports as convenient as those with radar. And the TAWS terrain warning that is available in most WAAS navigators provides the backup the software in controller's radar does to alert us of a mistake. At least these parts of NextGen are living up to our hopes.

Contra Costa County
Aviation Advisory
Committee Meeting
Agenda

550 Sally Ride Drive,
Concord Thursday,
March 12, 2015, 10:00a.m.

The Aviation Advisory Committee will provide reasonable accommodations for persons with disabilities who plan to attend its scheduled meetings. Call the Director of Airports Office at (844) 359-8687 at least 24 hours in advance.

Any disclosable public records related to this meeting are available for public inspection at the Director of Airports Office, 550 Sally Ride Drive, Concord, during normal business hours.

Roll Call

Opening Comments by Chair

Public Comment Period

Approval of Minutes (February 2015)

Consider Consent Items

Airport Noise Report & Statistics Report (January)

Relevant Board Actions

Development Project Matrix (No Current or Ongoing Projects)

Presentations/Special Reports

Discussion/Action Items

Items Pulled from Consent

Airport Security Issues

Byron Construction 2015

Buchanan Field Construction 2015

April Elections of AAC Officers

Economic Development Incentive Program Update

AAC Members Expire 3/1/15: Ron, Roger, and Derek

Updates and Announcements

Airport Committee Update

What is Happening at Buchanan Field & Byron Airports/Other Airports

Airport Land Use Commission (ALUC) Update

AAC Announcements

Airport Staff Announcements

Future Agenda Items

Adjourn

Next Meeting (Tentative April 9th)

Pilots Bill Of Right 2 By Elizabeth A Tennyson Director of Government Affairs and Executive Communications, AOPA March 19, 2015

Support continues to grow for the Pilot's Bill of Rights 2, which would reform the third class medical process and provide a wide range of protections for pilots. As of March 19, AOPA members had sent 32,434 letters asking their members of Congress to co-sponsor the Pilot's Bill of Rights 2, and 16 senators and 30 members of the House had signed on as co-sponsors.

While the provisions of the Pilot's Bill of Rights 2 that deal with third class medical reform have received the most attention in the general aviation community, the legislation also includes numerous other protections for pilots, particularly those involved in FAA investigations or enforcement actions.

One portion of the legislation expands on the original Pilot's Bill of Rights that was signed into law in 2012, extending the protections contained in the original bill to all FAA certificate holders.

The new legislation also clarifies that pilots who are facing an FAA enforcement or certificate action can choose to appeal directly either to a U.S. district court or to the National Transportation Safety Board for a trial or a full hearing. While retaining the ability for the matter to be heard by NTSB administrative law judges, this gives pilots the opportunity to have their case heard, instead, in a court of law by a neutral third party and holds the FAA to a strict standard of proof.

To ensure that certificate holders are given a fair chance to respond to a notification of an FAA investigation, the Pilot's Bill of Rights 2 would require the FAA to provide a specific description of the incident being investigated, making it easier for the certificate holder to understand the nature of the issues under consideration and respond appropriately.

Of course, a certificate holder can only respond to the FAA's concerns if he or she knows what they are. Under the Pilot's Bill of Rights 2, if the FAA fails to provide timely notification that it is initiating an investigation, the agency cannot move forward with any administrative or enforcement action or retain any records related to the case.

To prevent placing undue burdens on certificate holders and to guard against an investigation from being used as a platform to freely intrude into unrelated areas, the Pilot's Bill of Rights 2 would only allow the FAA to demand documents from the certificate holder that relate to the issues identified in its notification of investigation.

The FAA also would be prohibited from publicizing any pending enforcement actions. If no enforcement action is taken, the Pilot's Bill of Rights 2 would prohibit the FAA from retaining investigative records for more than 90 days.

If the FAA does take an enforcement action or issue an emergency order, it would be required to provide the certificate holder with a copy of the releasable portion of the Enforcement Investigative Report (EIR).

To improve the efficiency of the FAA enforcement process and help assure greater fairness for pilots, the Pilot's Bill of Rights 2 also would give FAA lawyers more flexibility to resolve cases administratively through actions such as warning letters or letters of correction.

The Pilot's Bill of Rights 2 takes further steps to protect certificate holders by prohibiting the FAA from requiring pilots to submit to re-examination of their pilot certificate unless there is clear evidence of unsafe behavior on the part of the pilot or the pilot has obtained his or her certificate through fraudulent means. If the FAA does require re-examination of a pilot, the agency would be required to first give the airman a detailed explanation of the reason, and if the FAA takes action against the airman's certificate as a result of the re-examination, the airman would, in turn, have the right to appeal.

The Pilot's Bill of Rights 2 also includes provisions to expedite improvements to the notam system. Under the legislation, notams must be maintained in a public repository that is Internet accessible, machine readable, and searchable. Temporary flight restrictions (TFRs) also will have to be included in the repository. Additionally, the FAA must establish a rating system that prioritizes the notam according to timeliness and importance. If the FAA doesn't meet the legislation's timeline for making the updates or if a notam is not included in the repository, the FAA won't be allowed to take enforcement actions based on a notam violation.

To ensure that pilots have access to critical records pertaining to an investigation or enforcement action, the Pilot's Bill of Rights 2 would make the flight data records maintained by contract towers, flight service stations, and other FAA contractors subject to the Freedom of Information Act.

To protect aviation medical and pilot examiners, airworthiness representatives, and other FAA designees, the Pilot's Bill of Rights 2 would protect against any civil liability for those designees who are acting with reasonable care in the performance of their FAA designated duties.

Pilots who fly for public benefit by providing volunteer services in an emergency or who fly for humanitarian or charitable purposes for nonprofit organizations also would receive protection from civil liability.

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 finalized. 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

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

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

Officers/Appointees for 2012-2013

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

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.

Menu for Mar 25th Meeting

- Minestrone Soup
- Salad
- Dinner Rolls and Dessert
- Coffee and drinks.



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EAA Chapter 393

P.O. Box 6524

Concord, CA 94524-1524



We are on the Web!

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Meeting and Event Schedule

Board	Y Eagles	General	Fly-out	Other
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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				
Board Meeting Aug 5, 2015				
Young Eagles Rally Aug. 15, 2015				
General Meeting Aug 26, 2015				
Board Meeting Sept. 2, 2015				
Young Eagles Rally Sept. 19, 2015				
General Meeting Sept. 23, 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.