

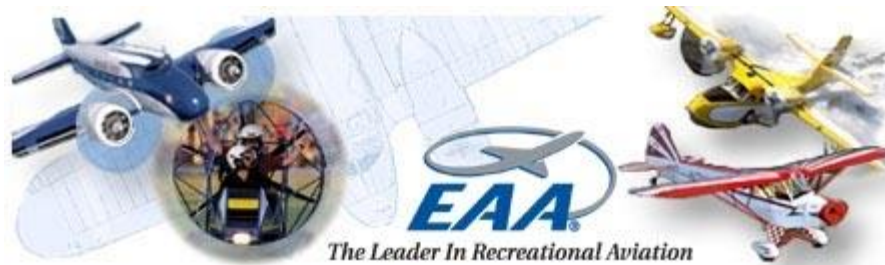
The Cleco

Experimental Aircraft Association Chapter 393

200 Buchanan Field Road, Buchanan Field, Concord, California

May 2018

NEWSLETTER



NEXT GENERAL MEETING:

MAY 23RD

Upcoming Meetings:

June

June 6th Board Meeting 7:00pm
June 27th General Meeting 6:30pm

July

No Board or General Meeting this month

INSTEAD: Chapter Picnic on Saturday, July 14th

President Bill Bower's Notes for May:

President's Note
May 2018

It is May and we are now in the middle of Spring. Day light is getting longer and gives more time to get out there and enjoy flying. It is also time for the airshow season to begin. Oshkosh is only 2 months away. So I hope you are making your plans to get there and enjoy a fun filled week that you will never forget. I know I will be there as well as many other members of Chapter 393. Don't forget we will be having our annual Summer Picnic in place of our July meeting. If you did not receive an Evite invitation in your e-mail please let me know at pres@eaa393.org or Rick Bourgeois. The date is July 14, 2018.

Last month's Young Eagles Rally was another success. We flew 51 Young Eagles. I again want to thank all the pilots and ground crew who helped. Would not be possible without you. This month's rally is May 19th and will be held again with the Patriots at Byron Airport C83.

Our Wednesday fly outs continue with recent destinations of Lake Tahoe, Willows, Half Moon Bay and Watsonville. If you would like to get on the email list please let Harvard Holmes or Renee Robinson know that you want to be added to the Wednesday Fly out list.

Our monthly meeting is May 23rd. Rick has another great meal planed and Ron Lem has a interesting speaker lined up. His name is Ron Darcey and is a member of the Coast Guard Auxiliary. He also built a Keleher JK-1 Lark in 1975 that he still flies. Will be an interesting night. Dinner starts at 06:30 PM.

Besides Oshkosh Here are some other Airshows to add to your list this summer:

June 2nd Hiller Museum Biggest Little Airshow San Carlos Airport
July 6-8th Arlington Fly-in Arlington Washington
July 14th Tahoe Truckee Air Show and Family Festival Truckee Ca.
August 18-19th Wings over Camarillo Air Show, Camarillo Ca.
Sept. 21-13rd California Capitol Airshow Mather Airport Sacramento Ca.
Sept 29-30 California International Airshow Salinas airport Salinas Ca.
Oct 5-7th San Francisco Fleet Week.

I hope to see everyone on the 23rd at the General Meeting.

Bill Bower
Chapter President
EAA Chapter 393

April 393 General Meeting Minutes:

April 25th, 2018

President Bill Bower called the meeting to order at 19:30 in the clubhouse great room. Rich Bourgeois provided our Chicken Cacciatore dinner. Sixteen members and guests Stew Bowers and Bob Haus were present.

Young Eagles - Stephen Tucker

We flew 51 young eagles last Saturday, Scott Achelis, four flights, Jim Agua three, Tom Hammitt six, Harvard Holmes six and John Sawatzky seven flights. 84 young eagles for the year. Tracy had twelve Girl Scouts. Concord's Mayor Birsan was present to audit our event. He pledged his and the councils support, invited Stephen to speak at a future city council meeting. The Mayor plans to attend May's Patriot event. The Contra Costa Times had good coverage of our last Byron/Patriots event. Our October YE's event has been rescheduled to October 13th. Stephen will be out of the country during the June event, Rose Desmond has volunteered to cover for him.

Treasurer - Harvard Holmes Our Bank balance is \$16,120.

Secretary – Pete Mitchell Membership is 77 with 17 still due for 2018.

Presentation – Renee Robinson

Renee provided a humorous video, "You Can Always go Around", and a background video of Kermit Weeks and his aircraft collection. NOTAM, Lightning strikes, Turbulence, Icing Forecast, Cloud Tops, AIRMETS and Center Weather Advisories will be delivered over ADSB starting in June, look for a software update for your system.

Ron Lem - Ground School

Ron mentioned there is an informal ground school Tuesday nights at 7PM.

Tuff Shed – Tracy

Tracy has supplied the requested proposal for needed updates to the shed.

Meeting adjourned 20:15

PJM

Reminder:

May 19 is the next Young Eagles flight day and takes place at the Byron

Airport in conjunction with

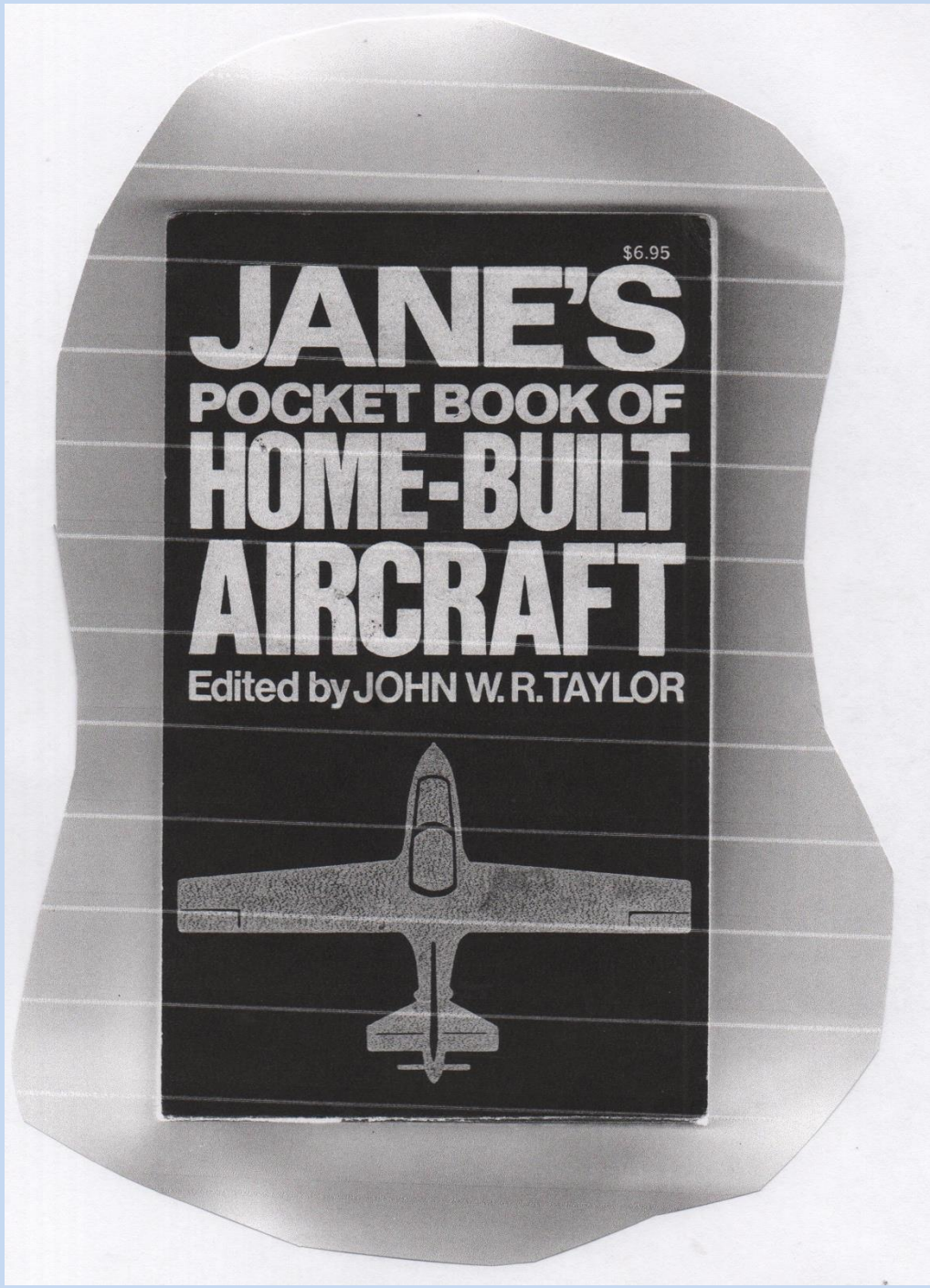
the Patriots Jet Team.



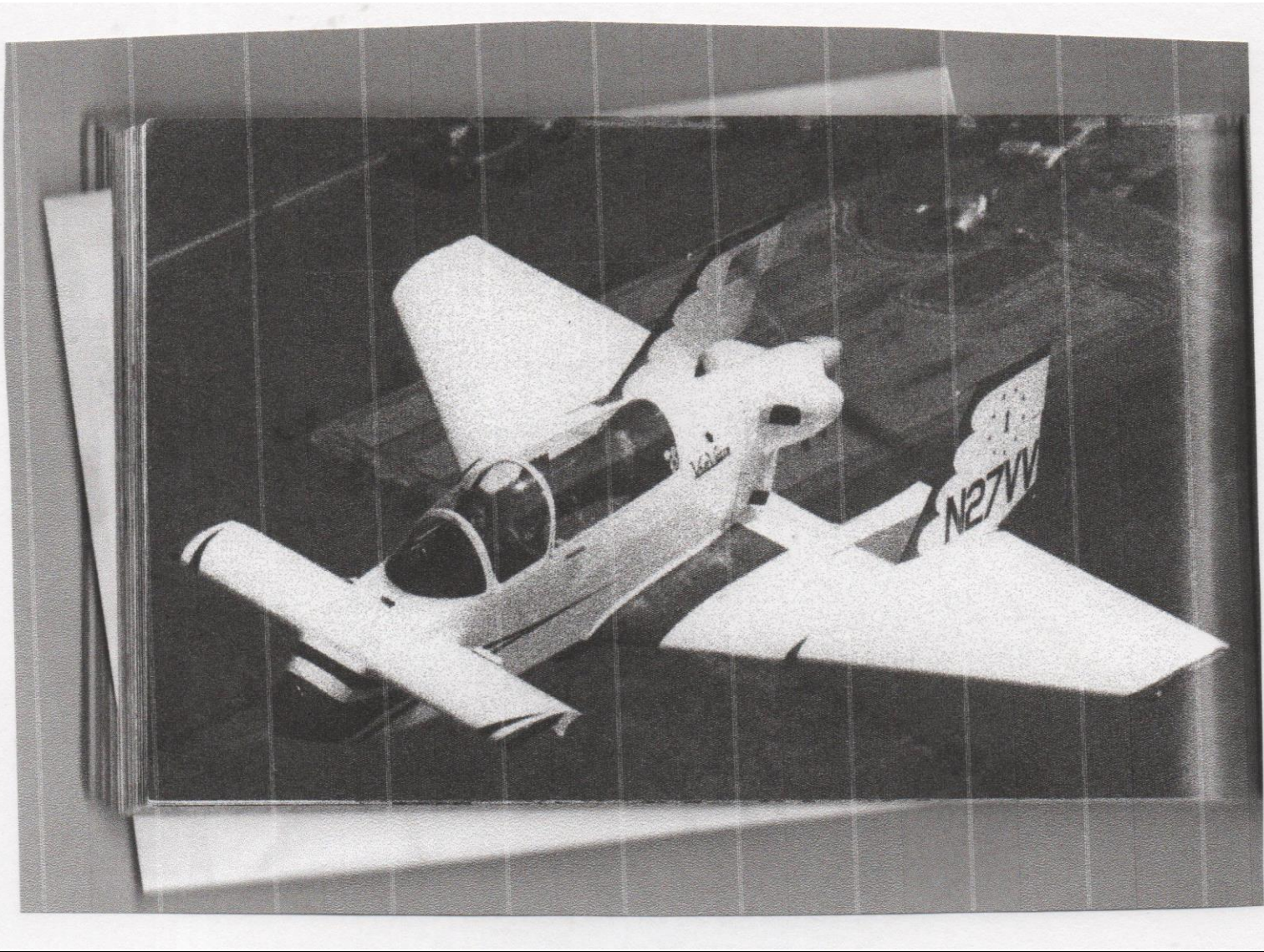
Previous month Young Eagles Statistics:

Saturday April 21, 2018 we flew 51 Young Eagles.

Pilots were Scott Achelis 4 flights, Jim Agua 3 flights, Tom Hammit 6 flights, Harvard Holmes 6 flights and John Sawatzky 7 flights.



Below is an example of the planes in the above Jane's book.



Two-seat light aircraft

Power plant: One 112 kW (150 hp) Lycoming O-320-A2A flat-four engine

Wing span: 5.79 m (19 ft 0 in)

Wing area, gross: 11.06 m² (119 sq ft)

Foreplane span: 2.44 m (8 ft 0 in)

Length overall: 5.79 m (19 ft 0 in)

Weight empty, equipped: 431 kg (950 lb)

Max T-O and landing weight: 771 kg (1,700 lb)

Max level speed at S/L: 142 knots (262 km/h; 163 mph)

Max cruising speed at 2,135 m (7,000 ft): 130 knots (241 km/h; 150 mph)

Max rate of climb at S/L: 366 m (1,200 ft)/min

Service ceiling: 4,265 m (14,000 ft)

Range with max fuel, 30 min reserve: 347 nm (643 km; 400 miles)

Accommodation: Two seats in tandem in individual cockpits, beneath transparent canopies. Space for 45 kg (100 lb) of baggage

Construction: Composite wing structure, with spruce spars, plywood ribs and skins, all Ceconite-covered, except for outboard aft wing panels which are of flush-riveted metal construction. Wooden fuselage structure, Ceconite covered. Retractable landing gear

History: The prototype of a new light aircraft named the VariViggen was rolled out on 27 February 1972. Mr Burt Rutan had begun its design in 1963 and the configuration had been developed via a

low-cost automobile-mounted test system. This involved construction of a one-fifth scale model, which was mounted on a specially-built test rig attached to the roof of a motor car. Ailerons, rudders and canard elevators on the model were operated by remote control; transducers in the test rig allowed measurement of airspeed, angle of attack, lift, drag, sideslip, side force, roll moment and elevator/aileron/rudder position. An extra data channel provided for measurement of stick forces and structural load.

Construction of the prototype VariViggen began in 1968, and first flight was made in May 1972. By early 1976 this aircraft had accumulated a total of nearly 600 flying hours. It displays no conventional stall, and can climb, cruise, glide turn and land with continuous full aft stick, with a stable speed of 45 knots (84 km/h; 52 mph) through-out.

In 1975 Mr Rutan began experimenting with a new wing outer panel of increased span, constructed from urethane foam and unidirectional glassfibre. It was anticipated that this would provide a 25% increase in the max rate of climb and offer a slightly better cruising speed. A second VariViggen is also under construction by Mr. Rutan.

Plans are available to amateur constructors; over 500 sets have been sold, and it is thought that approximately 245 aircraft are being built

For details: PO Box 656, Mojave Airport, Mojave, California 93501, USA.

May General Meeting speaker is guest Ron Darcey.

Below is his biography:

Ron Darcey joined the Coast Guard Auxiliary as a pilot in 2003 responding to the Auxiliary's need to expand its aviation capability and increase its fleet of general aviation assets. Earning his Auxiliary pilot's wings in 2004 he flies his Luscombe Silvaire from Livermore Airport on monthly Coast Guard operations along California's coastline, the Bay and throughout the complex San Joaquin delta region.

He served from 2007 to 2015 as Coast Guard District 11 aviation training officer and remains a squadron staff officer. His presentation this month is to introduce the Risk Assessment Matrix used by military aviation that he believes to be an important element he also applies to his personal flying and a consideration for general aviation. His discussion shall also include how Auxiliary aviation integrates Crew Resource Management (CRM) that compliments Risk Assessment in flight operations. The Risk Assessment Matrix will be provided.

I should also mention I am a former member of EAA, member #35398 and built and completed a Keleher JK-1 Lark in 1975 that I still fly. In 2015 I opened an aviation oil operation at the Livermore airport selling Aeroshell and Phillips.

I look forward to addressing your chapter.

***Below is information regarding the United States Coast Guard
Auxiliary Aviation:***

DISTRICT AVIATION OFFICE

[AuxAir on Wow Site](#)

Welcome to USCGA District 7 Aviation.

AUXAIR is an Auxiliary operational program. AUXAIR aviators have varied aviation backgrounds and many have prior military experience. AUXAIR aviators volunteer their aircraft for use as facilities, just as surface operators volunteer their boats. All Auxiliary aircraft meet strict U.S. Coast Guard and Federal Aviation Administration requirements. These aircraft are inspected annually per the Commandants instruction.

Missions

AUXAIR participates in many Coast Guard missions including Search and Rescue, Port Over Flights, Waterways and Coastal Security, Marine Safety, Pollution Response, and Aids to Navigation. It also conducts Logistic Transport Missions. AUXAIR is an integral part of the Coast Guard search and rescue team and its homeland security forces.

As with surface operators, air facility operators are issued patrol orders. Orders are issued based on the needs of the Coast Guard and the availability of crews and facilities. Coast Guard Air Stations are the Order Issuing Authority for

AUXAIR. This alignment of Auxiliary aviation assets in a district with an Air Station is known as the “squadron concept”, because aviation orders and direction flow directly between the Air Station and the district aviation staff.

Auxiliarists involved in AUXAIR take Auxiliary aviation training, completing the syllabus for their level of qualification. After having their knowledge and skills approved by an Auxiliary Flight Examiner, they may be certified by the District Director of Auxiliary (DIRAUX) as Pilots, Observers or Air Crew in the AUXAIR Program.

WANTED!
HANGAR SPACE FOR RENT!

This local EAA Chapter 393, Concord (Buchanan Field), California is looking to rent a hangar large enough in which to build a kit plane.

Anyone who has any information regarding this plan, please contact this person:

Ron Lem

925 395-0672



The Experimental Aircraft Association Board of Directors

Chapter 393 of Concord, CA

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

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

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Tech. Counselor: Bob Sinclair
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Young Eagles: Stephen Tucker
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RicFlyer@Comcast.net 925 432-9075

Buildings: Tracy Peters (temp)
510 301-8485

Government Affairs: Currently Open
Photographer: Currently Open

Webmaster: Renee Robinson
webmaster@eaa393.org 510 828 1734

Please let me know what you think of the newsletter and also offer ideas for future issues. Your Newsletter Editor, Bill

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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 building at 200 Buchanan Field Road. Enter from the west side of the building, on the west side of the airport. We always have various speakers and presentations of interest to aviators, after dinner.

Chapter 393 fly-outs are open to chapter members and guests. See the following article explaining them:

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: South Lake Tahoe, 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, Renee Robinson, Stu Schuster, Clint Beacham, David Thacker. Pilots sometimes advertise that they have empty seats, but not always. Harvard Holmes, Bill Reining and Stu Schuster are most likely to have extra seats (4 seat aircraft). My advice is to contact a pilot in advance to make sure they have room and to get directions. Typically, you'd get to the airport by 11:30am and return by 3:30pm.

EAA CHAPTER 393
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We are on the Web! <http://www.eaa393.org> Email: nle@eaa393.org