

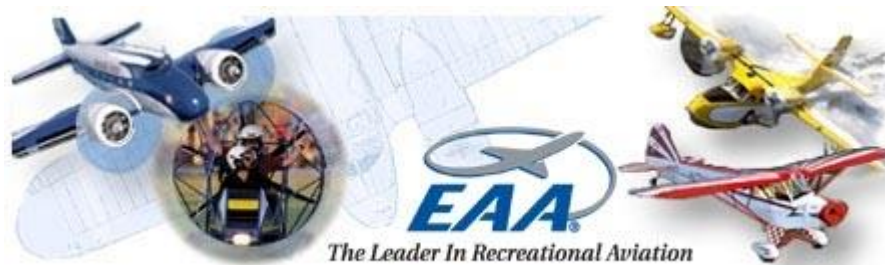
The Cleco

Experimental Aircraft Association Chapter 393

200 Buchanan Field Road, Buchanan Field, Concord, California

October 2018

NEWSLETTER



Note to readers from newsletter editor: I did not publish a September newsletter due to two weeks travel, and this one is bare bones due to various time-limit factors, but I have included board minutes for both months.

Upcoming Meetings:

GENERAL MEETING: Wednesday, OCTOBER 24TH – 6PM

Board Meeting: Wednesday, November 7th - 7 pm



FLYGIRLS!

President Bill Bower's Monthly Notes:

President's Notes
October 2018

First let's start with some recent news that came out at the recent AOPA weekend in Carbondale Illinois. EAA president Jack Pelton announced some recent proposed changes to LSA weight limits that will affect not only production aircraft but also experimental as well. EAA has been leading the charge to get these changes in placed. I will share with you the recent press release put out by EAA. Also the FAA announced the immediate restart of the ADSB Rebate program.

EAA-Led Reform Ideas Include LSA Weight and Homebuilt Regulations
MOSAIC discussions started with FAA more than two years ago.

October 8, 2018 — EAA's proposed weight limit change to 3,600 pounds for light-sport aircraft is part of the current discussions between EAA and FAA prior to any broad MOSAIC

(Modernization of Special Airworthiness Certificates) rulemaking, but discussions are still in the formative stage with much work to be done.

“There are numerous ideas that have emerged from discussions regarding MOSAIC, which began more than two years ago as informal conversations between EAA and FAA,” said Sean Elliott, EAA’s vice president of advocacy and safety. “One area that emerged was how to help LSA fulfill its full potential. While weight-limit changes are one possibility, a specific number such as 3,600 pounds is something that is still very much in the exploratory stage.”

The entire MOSAIC concept, which EAA previewed at AirVenture 2018, is a sweeping concept that also includes homebuilt certification and unmanned aerial systems (UAS), or drones. The beginning of the FAA rulemaking process is not expected until early 2019. Any proposal for public comment would likely emerge in 2020 at the earliest.

“EAA has been the leader in these discussions with the FAA and has kept other general aviation groups apprised to the progress made,” Elliott noted. “The excellent progress we’ve made with FAA officials thus far includes substantial support from FAA senior leadership following meetings at AirVenture this past summer. It’s important to understand that these elements, such as LSA weight limits and any accompanying expansion of sport pilot privileges, are broad concepts that the FAA will use when beginning its rulemaking process, at which point outside input is not allowed by law.”

The current weight limit of 1,320 pounds of light-sport aircraft was established in the original 2004 sport pilot rule. That limit was a compromise from early FAA proposals that set the weight limit at less than 1,000 pounds. EAA had worked since the mid-1990s on making the sport pilot rule broad enough to be a productive entry point for recreational aviation. EAA’s focus is now on making the category more robust and commercially viable going forward. A reformed LSA category would contain more qualifying aircraft as well as long-sought features including electric propulsion.

MOSAIC also holds substantial promise for flexibility in kit-aircraft construction, while maintaining the longstanding and successful 51-percent rules that have made amateur-built aircraft the fastest-growing area of sport aviation.

“This is a lengthy process, so as much as we might desire rapid change in some areas, the rulemaking process is not built that way,” Elliott said. “It’s also important to think beyond fixating on a specific number in a single area. EAA began by looking at all the possibilities when it first discussed the concept with the FAA as a way to make aviation more accessible and affordable. That’s what we’ll continue to do.”

This can be some great news for GA, but as we all know the process can be a very long one.

Upcoming dates:

October 24th Our monthly General Meeting.

November 3rd Young Eagles Rally with the Patriots at Byron Airport.

November 16th Combination Dinner Meeting with MDPA. There will not be a General Meeting in November. An E-mail will be sent out for people to sign up.

December 8th Holiday Party at the Airport Clubhouse
FLYER WITH DETAILS TO FOLLOW

Reminder:

November 3rd is the next Young Eagles flight day and takes place at the BYRON Airport

SEPTEMBER 5TH BOARD MEETING MINUTES:

President – Bill Bower	Present
Vice-President – Ron Lem	Present
Secretary – Pete Mitchell	Present
Treasurer & Tools – Harvard Holmes	Absent
Membership Coordinator – Vi Egli	Absent
Newsletter Editor – Bill O'Brian	Present
Tech Counselor –	<i>Vacant</i>
Web – Renee Robinson	Present
YE's Coordinator – Stephen Tucker	Absent
Dinner Coordinator – Rich Bourgeois	Present
Eagle Flights –	<i>Vacant</i>
Greg Kar – Chapter Photographer	Present
Amazon Prime / eScrip – Lucy Hart	Absent
Tracy Peters – Club House	Absent

Bill Bower called the meeting to order at 19:05.

Treasurers Report – Harvard
Our bank balance is \$15,255.

Secretary – Pete
Membership stands at 79, 14 owe 2018 dues.

Dues are \$30, payable January 1st by mail to EAA 393, Box 6524, Concord CA 94524-1524 or at any Board or General Meeting.

Young Eagles – Stephen

Stephen is back in country. Will be present for Saturdays event, on September 15th. Rose, Sam and Rich will be out of state Saturday, Stephen will call for pizza.

Note Octobers event (scouts) will be a week earlier on October 13th. November 3rd is scheduled for Byron / Patriots.

Cleco – Bill O'Brian

Bill will publish before leaving on vacation.

Dinner – Rich

September 26th menu is Spaghetti and Meatballs, Garlic Bread, Salad, Dessert and Drinks.

The Board approved Greg Kar as Chapter Photographer and Lucy Hart to promote Amazon Prime and eScrip.

Future Speakers – Ron

September 26th Paul Milner will speak on Oxygen usage.

November 16th is planned as a joint meeting with MDPA.

Adjourned 20:45 PJM

OCTOBER 3RD BOARD MINUTES:

President – Bill Bower	Absent
Vice-President – Ron Lem	Absent
Secretary – Pete Mitchell	Present
Treasurer & Tools – Harvard Holmes	Present
Membership Coordinator – Vi Egli	Absent
Newsletter Editor – Bill O'Brian	Absent
Tech Counselor –	<i>Vacant</i>
Web – Renee Robinson	Absent
YE's Coordinator – Stephen Tucker	Present
Dinner Coordinator – Rich Bourgeois	Present
Eagle Flights –	<i>Vacant</i>
Greg Kar – Chapter Photographer	Present
Amazon Prime / eScrip – Lucy Hart	Absent
Tracy Peters – Club House	Absent

Harvard called the meeting to order at 19:00.

Treasurers Report – Harvard

Our bank balance is \$16,140.

Secretary – Pete

Membership stands at 79, 14 owe 2018 dues.

Dues are \$30, payable January 1st by mail to EAA 393, Box 6524, Concord CA 94524-1524 or at our Christmas party December 8th.

Young Eagles – Stephen

Note Octobers event (scouts) will be a week earlier on October 13th. November 3rd is scheduled for Byron / Patriots. We have flown 197 young eagles thru September. Stephen will be out of country 12.7.18 – 1.15.19.

Cleco – Bill O'Brian

Bill has been on vacation.

Dinner – Rich

October 24th dinner will be Minestrone Soup, Salad, Dessert and Drinks.

November 16th is planned as a joint meeting with MDPA.

Christmas Party – Saturday December 8th, \$29 pre-registered, \$35 at the door.

We need volunteers for the decorating committee, that would also set up the dry serving line, a volunteer to handle hors d'oeuvres. Greg will create a newsletter page for the Cleco.

Budget

Hors d'oeuvres \$150. Decorations and tableware \$200. Rick plans \$450 for beef tenderloin, turkey and veggies. Alpine pastries \$200. Wine \$200. Cleanup \$200. \$1,400 total.

Adjourned 21:45

PJM

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



Mo happy flyers !

**The Experimental Aircraft Association
Board of Directors**

Chapter 393 of Concord, CA

EAA Chapter 393, Page 7

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

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

THANK YOU TO OUR SPONSORS!



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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.



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