

200 Buchanan Field Road, Buchanan Field, Concord, California



October *** 2020

NEWSLETTER



RECENT EVENTS:

The board and general membership have been holding ZOOM meetings on the assigned

Meeting dates.

Meetings will continue this way until further notice.

Upcoming Events:

Board Meetings:

(Starting 4/1/20, meetings on ZOOM, ending, who knows?)

Wednesday, November 4th - 7 pm

Wednesday, December 2nd - 7 pm

General Meeting:

Wednesday, October 28th - 7 pm

Wednesday, November 18th - 7 pm

PRESIDENT'S MESSAGE FOR OCTOBER

From the Honorable Ron Lem,

President



EAA 393 President's Message
October 8th, 2020

Greetings to All!

I hope this message finds you in good health and spirits! Given the tumultuous times that we live in especially in California, I mean that sincerely. Once again we are beset by smoke from the fires burning around us. While I know this year is bad, I remember two years ago when I was returning from Oshkosh, being stranded in Lovelock Nevada (KLOL-I'm not making it up!) due to smoke, thunderstorms and a TFR over Reno. Once the smoke lifted around 6:00 pm, I flew "N.O.T.E- nap of the earth" for you non-military types-north along the TFR, north of the Reno class C and then climbed up to altitude to cross the Sierras.

Once on the western side of the Sierras, I began a gradual decent from 10,500' into a wall of smoke, which was over the San Joaquin valley. That particular smoke began around 5,000' and did not dissipate until I turned the corner at Willow Pass where interestingly enough, the wind had blown all the smoke out of the immediate Concord area. Thus after landing, I taxied with a view of the palm trees on the west side of the airport feeling very lucky indeed to have such a view! This year the smoke has gone as high as 10,500' and we have experienced a day where it was still dark until almost noon. While I did not fly on that day, I did complete my BFR a couple of days afterwards in MVFR conditions.

I usually find current weather reports to be somewhat optimistic in regards to ceilings and visibility, so I keep a wary eye on the conditions. During the flying portion of my BFR, my CFI instructed me to perform stalls, both power off and power on, increasing pucker factor due to the visibility. There was no discernible horizon, rather a change in the color of the smoke with the lighter color being above us. Suffice to say that the stalls were performed by primarily watching the attitude indicator, airspeed indicator and the turn and bank indicator amongst the other appropriate instruments. I hope that wets your appetite to go out and fly as we all love a good flying story!

Getting down to business, last week I contacted the county airport administration to ask about a protocol for using the clubhouse now that we have gone from Covid 19 Purple to Covid 19 Red. In preparation for the conversation, I studied the state and local guidelines in order to provide for an informed conversation. During the conversation, it was explained to me that the airport administration has asked the county to send out a risk management team to evaluate the clubhouse and provide guidance on a Covid 19 protocol. At that time the Risk Management Team -RMT- had not been out. It was explained to me that it would take at least 30 days once the RMT visited the site to provide a report. The airport administration will evaluate the report and come up with their solution to keeping people safe at the site. Suffice to say we will be without a clubhouse for at least 6 more weeks, maybe longer, as the county has to evaluate to financial implications of putting the final guidelines into play.

I suggest that in the interim we have to find an alternative location(s) to hold whatever events we can, utilizing and following state and county guidelines and safe practices during those events. One of those events where our members exercised social distancing in person was the PSA Experimental Aviation event held on September 26th. New member Sean Cooper put his Earthstar Odyssey on display along with Jim Aqua who displayed his beautiful RV12, which is fully IFR capable. 25 people signed up online with a total of 30 showing up. It was great to see many in person and those of you who did not attend were missed! I have a mea culpa in relation to this event as it was my idea to cancel the September General meeting in favor of attending this event with the unanticipated result of some members being left out of any monthly club activity! That was short sighted of me and will not happen again.

For October, the General Meeting will be held on Zoom on October 28th and will begin with dinner at your house at 6:30 followed by the meeting, which will start at 7:00. A VMC presentation will be shown and the speaker has yet to be determined. Additionally, Lucy Hart and I will be collaborating on finding a venue for a social gathering lunch or dinner to be determined for those members who want to swap stories in person. Some of the venues suggested are BJ's Vineyard @ Crowne Plaza, Plate and Vine @ Hyatt, Greenery @ Walnut Creek golf course and the Spaghetti Factory Wow, there is a lot going on with our chapter for being in a state of partial shut-down. I'm going to continue and report that in September an anonymous donor donated a Golden Eagle coin in honor of J.R Gibbs who flew west on April 2nd, 2020. After discussions of the donation with esteemed member Scott Achelis, Treasurer Harvard Holmes, Vice President Mike Cunningham and Secretary Pete Mitchell, it was decided to sell the coin at the fair market value of \$1860.00, which was accomplished. On behalf of the chapter, our deepest appreciation goes out to our anonymous donor! While money is involved in the next topic, there is also an atmosphere of excitement permeating from the Sonex hangar.

I have personally visited the hangar this week and was astonished at the progress made on the project. As Project Manager Lee Teicheira states: "the end is in sight". Because of this our chapter will organize a group visitation for the Sonex project in the near future. Lee will send out the invitation within the next two to three weeks. Don't miss this exciting opportunity to view a project on its way to completion. I want to give a shout out to Bennett Ashley who was present on the EAA 393 Zoom Board meeting and is in charge of membership, along with managing our Facebook account! Hanging out with Bennett was PSA mechanic and budding A&P student, Jensi. Great to see both of them and these are some of the Next Gen aviation enthusiasts! In parting, here is a tidbit from a local pilot on a recent flight. If you can tell me who it is, I will buy you a cup of coffee!

“Ron, it was not such a big deal. When I took off the airport was saying the visibility was five miles. As I passed through 1,000 ft I heard the tower tell another pilot that the visibility was now 2 miles and he needed to do something else. He elected to request a special VFR landing. At that point I called the tower and said I would like to return if the field was going IFR. The tower said they were and I should stay out of the Class D airspace until the first pilot had landed. So I went out toward the Pittsburgh Stacks and requested a special VFR Landing. By the time I circled halfway around the Pittsburgh Stacks, the tower told me I could come inbound for landing, which I did. It was quite smoky at 1000 ft, so I got really close to the airport before I saw it. So I put the gear down, the flaps down and the speed breaks out and managed to get down and make a decent landing on the runway. The visibility at 200 feet above the runway was much better than the visibility at 1000 ft above the runway.

That's my story and I'm sticking to it.” That’s it for now, stay safe!

Ron Lem, President EAA393, The “Yellow Bird” At Garden Valley Idaho

Repeated Below... Because of the ongoing COVID-19 Pandemic shelter in place restrictions against group meetings, the clubhouse is closed to group functions. Our Board meeting was conducted via a Zoom video conference.

393 Board Minutes

Via Zoom

*Written, organized and sent by our
Outstanding Secretary, Mr. Pete Mitchell*

393 Board Minutes
October 7th, 2020
Via Zoom

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President – Ron Lem Present

Vice-President – Mike Cunningham Present

Secretary – Pete Mitchell Present

Treasurer & Tools – Harvard Holmes Present

Newsletter Editor – Bill O’Brian Present

Tech Counselor – Peter Friedman Absent

Tech Counselor – Jim Agua Absent

Web – Renee Robinson Present

YE’s Coordinator – Rose Desmond Absent

YE’s Coordinator – Stephen Tucker Present

Dinner Coordinator – Needed

Membership Coordinator – Bennett Ashley Present

IMC Coordinator – Paul Millner Absent

VMC & Chapter Photographer – Greg Karamanougian Present

Amazon Prime / eScrip – Lucy Hart Present

Tracy Peters – Club House Absent

Bill Bower – Past President Absent

Baldwin Sonex Project – Lee Teicheira Present

Because of the ongoing COVID-19 Pandemic shelter in place restrictions against group meetings, the clubhouse is closed to group functions. Our Board meeting was conducted via a Zoom video conference. President Ron called the meeting to order at 19:30. Ron discussed clubhouse opening with our airport staff. It appears our county risk management team must make that

decision. It takes about a week to schedule an inspection, a month for the report. Once approved, the clubhouse must be disinfected daily, used or not. It appears the clubhouse will not be opening soon.

Treasurer – Harvard H

Harvard reports \$16,219 in Checking, \$500 in Zelle, \$10,000 in our Academy Fund.

Secretary – Pete M

Membership is currently 94 with 10 still due for 2020.

Cleco – Bill O'Brian

Send your photos or story's to Bill at Obrianob@yahoo.com. Bill wants material no more than ten days after meeting.

- Website – Mike C

National is providing a website for chapters. It will be a requirement for young eagles flights. It is provided at no cost to chapters. Before we replace our current website, we need to verify the new website will support all our needs, the Cleco, Calendar, Email forwarding, Membership and Historical records.

Fund Raising

The chapter received an American Golden Eagle coin from an anonymous donor.

October Meeting – Mike C

Our meetings this year, will be via Zoom. Octobers program is a work in progress. We need to plan for a future dinner coordinator. A social dinner somewhere local with COVID-19 protocols is a possibility.

Baldwin Sonex- Lee T

Harvard and Sara have attached the canopy; the cowl is nearly finished; engine baffles are being formed. The canopy latch needs work, windshield

Drilled; the Sonex is in final assembly.

VMC – Greg

Greg has a program planned, with Bennett as a backup for bandwidth problems.

Young Eagles – Stephen T

Patriots has flown a young eagle, with another planned. Stephen announced that Contra Costa DART is operational at Buchanan and Byron. 1000,000 Face masks and 5,000 lbs of cargo were moved to Eugene OR in one day, to support fire fighters. Future flights are planned.

Meeting Adjourned 21:00

PJM

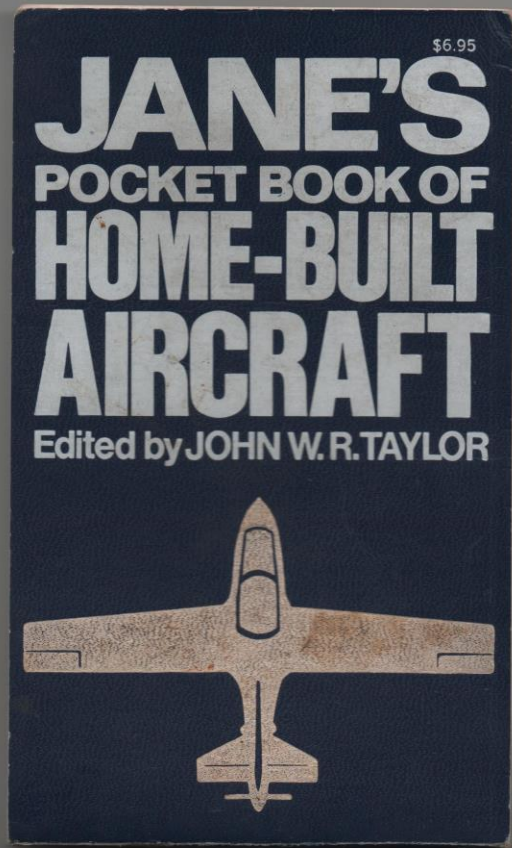
And here is Stu flying to Paso Robles.



And now for more of the crew:

Ron, Stu, Tracy, Scott Davis and brother-in-law, Pete Oliver.





And here we have our Ye Olde Homebuilt from Jane's.

Keep scrolling down.



And next, the text, details, history, etc.

(USA)

Single-seat lightweight sporting monoplane

Data: Performance figures with 1,600 cc engine

Power plant: One 48.5 kW (65 hp) modified Volkswagen 1,600 cc motor car engine. (Two aircraft fitted with 48.5 kW; 65 hp Continental engines)

Wing span: 7.32 m (24 ft 0 in)

Wing area, gross: 7.76 m² (83.5 sq ft)

Length overall: 4.98 m (16 ft 4 in)

Height overall: 1.80 m (5 ft 11 in)

Weight empty: 225 kg (497 lb)

Max T-O weight: 385 kg (850 lb)

Max level speed at 610 m (2,000 ft): 91 knots (169 km/h; 105 mph)

Max cruising speed at 610 m (2,000 ft): 78 knots (145 km/h; 90 mph)

Max rate of climb at S/L: 229 m (750 ft)/min

Service ceiling: 3,810 m (12,500 ft)

Range with max fuel, 20 min reserve: 260 nm (482 km, 300 miles)

CHRIS TENA MINI COUPE

Accommodation: Single seat in open cockpit. Transparent cockpit canopy optional. Baggage compartment aft of headrest

Construction: All-metal construction, with glassfibre wingtips. Non-retractable landing gear

History: Design of the Mini Coupe originated in June 1968, and construction of the first prototype began in July 1970. This aircraft made its first flight in September 1971 and FAA certification in the Experimental Category was awarded on 2 June 1972. Kits of components and materials, less engine, are available to amateur constructors. At least 156 sets of plans had been sold by early 1976, when 26 Mini Coupes were known to be flying.

Glassfibre wingtip extensions were added to the standard Mini Coupe in 1975, to increase the wing area. This improves the glide ratio, makes the aircraft more stable during banks, and has reduced stalling speed.

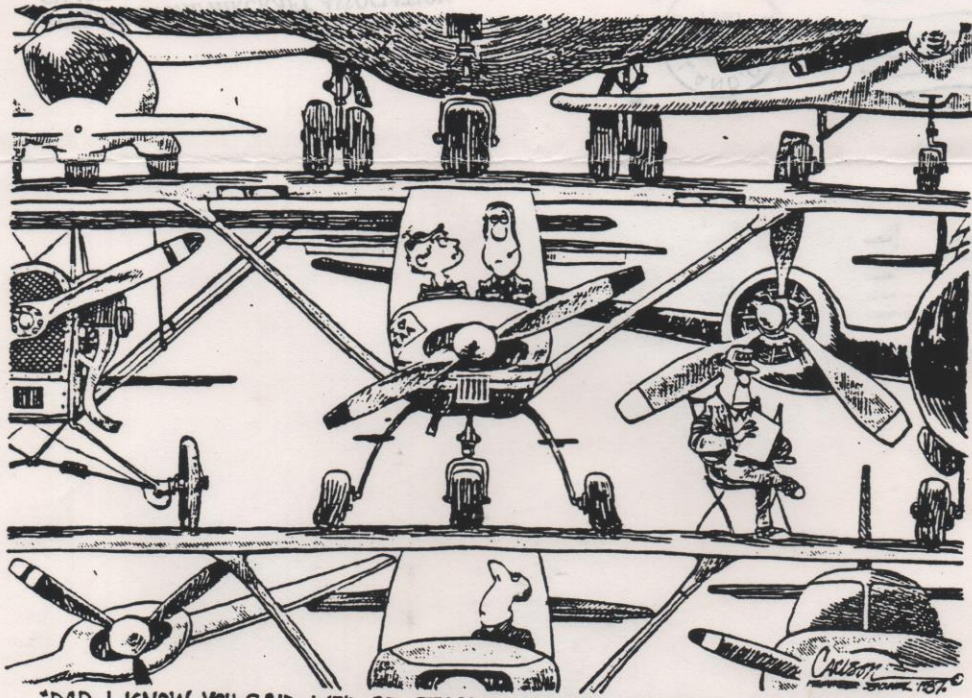
For details: PO Box 1, Hillsboro, Oregon 97123, USA.

Coming Next: A page taken from an August 1987 Newsletter.

POSSIBLY ABLE TO PENETRATE SOVIET DEFENSES- COST: \$460,000,000 EACH-



ABLE TO PENETRATE SOVIET DEFENSES COST: \$53,000



"DAD, I KNOW YOU SAID WE'D BE STACKED UP OVER OSHKOSH, BUT THIS...."

*AND THAT'S ABOUT ALL THE NEWS FOR NOW
FIT TO PRINT.*



ATTENTION ALL MEMBERS !!

If you order ANYTHING on AMAZON, PLEASE go instead and sign in to **SMILE.AMAZON** where you sign up to send donations to our EAA chapter 393. Once you sign up, you are done. THEN instead of going to Amazon, you always buy from **SMILE.AMAZON**, and we automatically get the donations. This procedure is AMAZON'S way of contributing to the communities of the USA. Hey, folks, I just checked yesterday, and when I ordered two more items from Smile. Amazon, I had given so far, since signing up, \$143. Basically, that means our household is spending a lot of \$ there, but it sure helps the club.

YOU CAN TOO!!!! JUST SIGN UP, AND DO IT!!!!!!!!!!!!!!

**AND HERE IS THE NEXT METHOD YOU CAN PAINLESSLY
(TO YOUR BANK ACCOUNT)**

ADD \$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$ TO OUR CLUB

WANT TO MAKE A REAL DIFFERENCE?

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Give phone number at the register when you shop at:

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Sabores Del Sur, Slow Hand BBQ, Country Waffles,
Spoontonic Lounge, Bar Cava, Center Street Deli & Café, La Veranda Restaurant
and Oke Poke.

*Thank you to our sponsors!
(at various places in NL)*



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Larry E. Rohrbacher
Line Service Manager

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Tel: 925.676.2100 Fax: 925.676.5580 lineservice@sterlingav.com

NEXT YOUNG EAGLES:

***At this point we do not know, but will keep you
informed.***

However, here is a pic from a previous YE flight:



*And, another sponsor! Thank
you!*



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*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

Officers/Appointees for 2017-2018:

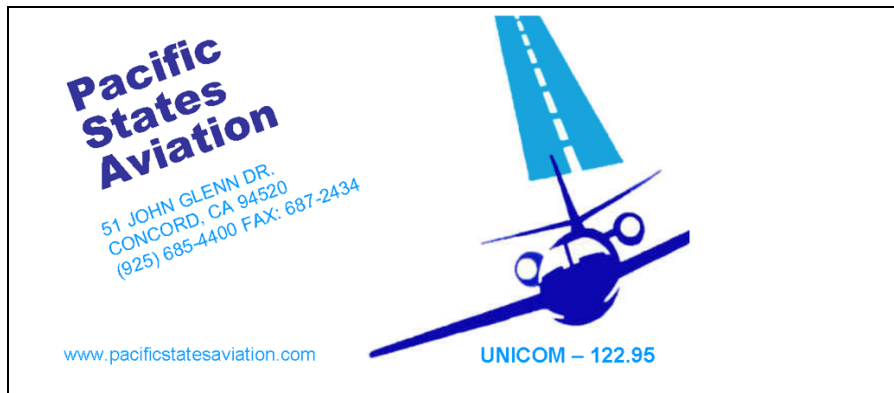
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Young Eagles Stephenf4e@gmail.com	Stephen Tucker 925 586-5977
Dinner Coordinator RicFlyer@Comcast.net	Rick Bourgeois 925 432-9075
Buildings	Tracy Peters (temp) 510 301-8485
Government Affairs	Currently Open
Photographer GregKarson@yahoo.com	Greg Karamanougian 925 864-3036
Webmaster webmaster@eaa393.org	Renee Robinson 510 828 1734

*NOTICE to AIRMEN: Please send me any old aviation pictures you have of yourself, your planes, and EAA events, a sort of look back at history.
Yo Newsletter Editor, Bill*

Thank you to all our Young Eagle pilots!

*And, how could we forget this very
consistent sponsor?????*



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:

(Due to Covid-19 all GENERAL and BOARD MEETINGS are held on ZOOM until further notice, and for the same reason the below mentioned Fly-Outs are currently on hold as well until further notice.)

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 Robinsonwebmaster@eaa393.org](mailto:ReneeRobinsonwebmaster@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, and Clint Beacham. 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 11:00AM and return by 4pm.

Our friends the PATRIOTS with whom we fly twice yearly from Byron





Yo tax dollars at work!

That's all, folks !!!!!!!

You made it to the end of the newsletter. I hope you enjoyed it! Keep on Flying!

O'B

EAA CHAPTER 393
P.O. BOX 6524
CONCORD, CA
94524-1524



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