

# EAA 663 NEWS

Livermore, California



EAA 663 Chapter Annual Awards Dinner  
Livermore Veterans Hall January 19, 2019

## Membership Meetings

First Thursday of the month

Doors open at 7:00 p.m

Cookies & Meeting 7:30 p.m

Thursday, February 7, 2019

Presenter: **Bob Cowan**

**Ingenuity, Headaches &  
Upset Stomachs - an  
Engineer's Reflections**

Presentation: ~8:00 PM

Guests Welcome

## Board Meetings

**3rd Thursday of every  
month at 7:00 PM**

February 21, 2019

Location: John Goldsmith

549 Regulus, Livermore

**Save the Date**



EAA 663 Chapter President John Youngblood  
Awards Dinner **Guest Speaker Paul Dye**  
Editor Kitplanes, Former NASA Flight Director

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**Kirk Knight**

EAA 663 Newsletter 510-390-0840



**Dan Dyer -San Carlos CFI** - January Guest Speaker  
The New Bay Tour showing the Bay Shore Transition



EAA 663 Chapter Members and some of the members' homebuilt planes

## EAA Chapter 663 Minutes

JANUARY 2019 MINUTES: GENERAL MEETING EAA CHAPTER 663, 1/3/2019, 7:34 PM FIVE RIVERS AVIATION MEETING ROOM, KLVK.

Chapter President John Youngblood called the January 3, 2019 meeting to order for EAA Chapter 663 members and guests. Vice President Chuck Ray was home with a cold. Treasurer Mark Palajac and Secretary Kirk Knight joined John on the flight deck. Thirty-eight members and guests were in attendance.

Chapter 663 meetings warm up about 7:00PM with the practice of showing the ~20 minute monthly EAA Chapter Video produced by EAA HQ in Oshkosh. Most of the featured content is not available online. Members and guests can arrive at 7:00 for ad hoc discussion, as the audio track is kept low enough to be heard but not to interfere. Often people will turn to watch something of interest in the video.

**GUESTS:** Ross Bausone is a new member. He's been a member of Chapter 229 in Hayward. Bill Broughton is just starting his build of a Zenith CH750 Cruiser. Several people directed Bill to talk with Bruce Cruikshank, who built a 750 and has been enjoying it for many years. A couple members mentioned to Bill that members of the club who would gladly volunteer to add their hands to help him.

Another guest was our speaker Dan Dyer, CFI at San Carlos Flight Center.

**TREASURERS REPORT** Mark Palajac reported he had many members step forward this evening with checks to renew, but those aren't yet on his books. He shows \$2,593.83 in the bank after paying to rent the hall for the annual dinner. He has 37 members who have paid for 2019 membership, that's in addition to 10 lifetime memberships. He has 40 people signed up for the dinner and expects another 25 for a total of 65. Dinner will be \$40 per person. He handed out a recap of the chapter balance sheet.



Tom Irion starts with hors d'oeuvres



John Goldsmith and  
new member Ivan Nouripour



Jan Farnam and Robyne Teslich



Renee and Darryl Ray



Guest and Sam Toy



Tricia and Kurt Haller  
(RV-9A awaiting certification in 48 hours)

Our big expense for the year is the annual awards dinner. We also invest in tools, about \$1,000 a year. This includes the prop balancer, which is very popular.

Mark reminds everyone to forward the names of spouses and significant others so he can send out email invitations to Chapter functions such as BBQs and Annual Dinner. **Mark is accepting \$30 payment for 2019 memberships. Bring your checkbook to the February Meeting for membership.**

**NEWSLETTER and MINUTES:** Kirk is soliciting stories about recent flights, ADSB suggestions as 2020 is right around the corner, insights from your first or your 30<sup>th</sup> BFR. If you have photos, stories you want to tell (record it with your phone voice memo and I'll transcribe), videos, lessons learned or other items of interest kindly send them to [captkirk@woz.org](mailto:captkirk@woz.org). The Secretary always appreciates that members are closely reading minutes for accuracy and enjoying the newsletter.

Here are some other member planes: <https://www.663.eaachapter.org/memberaircraft.htm>

**YOUNG EAGLES:** Our incredible Young Eagles Coordinator Trina Anderson has prepared a schedule for 2019 Young Eagle events:

April 13, 2019	KLVK
May 18, 2019	KTCY
June 8, 2019	KLVK
July 13, 2019	KTCY
August 17, 2019	KLVK
September 14, 2019	KTCY

Trina is encouraging Chapter pilots to arrange your schedule sand let her know using the FlightSquid website again this year.

Trina wants to give more seventeen-year old's an opportunity to fly before they "age-out" of the Young Eagle program. Dave Anderson flew his first Young Eagle of 2019 on New Year's Day. He also gave Trystan Clark his last Young Eagle flight now that he has turned 17. You can currently schedule your flight with FlightSquid.com. Flightsquid.com helps her manage the Young Eagle program in a scalable process. You can also ask questions or find instructions on the Chapter's Slack discussion site. <https://eaa663.slack.com>

The Chapter 663 Board will be discussing suggestions to improve access to more Young Eagles, especially those who show interest in further exploration of aviation interests, by introducing them to an inspirational flying experience.

Note: Young Eagles is for ages 8-17.

If you need help email Trina 209-609-2162 [DNTAnderson@gmail.com](mailto:DNTAnderson@gmail.com)

**TOOLS:** Bob Farnam has no new tools. Note that the list of tools is now added to the website by Brad Olson and Will Pitt.



Karen Cowan and Jan Farnam



Ray McCrea with  
Barry Weber and Jessica Mann



Nick Teslich and Jim Kaschmitter



Steve & Jodi Robinson with Bob Cowan



Dave Walters with Fred & Cindy Lawley



Linda & Jan DeVocht with Mark Palajac

**WEBSITE:** Will Pitt is taking over from Brad Olson with new software and a growing website. It's a work in progress. It has photos but limited phone numbers for contacts. Here's Brad's current progress. <https://www.663.eaachapter.org>

**BOARD MEETINGS:** Next Board Meeting is January 17<sup>th</sup> 7:00PM at Tom Irion's house in Livermore. Email John Youngblood for meeting address, all are welcome.

**FEBRUARY 2019 Chapter Meeting** will be on February 7th at 7:00PM at Five Rivers Aviation Livermore Airport. Speaker will be Bob Cowan. Bob will give a presentation about his experiences from engineer through Chief Technologist at the Nuclear Energy Division of General Electric. The theme of the talk will be that ingenious new ideas for fixing a problem often lead to an unexpected new problem.

**ANNUAL DINNER:** January 26, 2019 at Veterans Memorial Hall in Livermore. They have a new sound system, and also new heating! We have Jake's Catering this year with 5 entrees served in buffet style, but plated salads and plated dessert will be served at your table. The event will open with hors d'oeuvres and wine.

Guest Speaker will be NASA Astronaut Rex Walheim. Rex Joseph Walheim is a retired United States Air Force officer, engineer and NASA astronaut. He flew three space shuttle missions, STS-110, STS-122, and STS-135. Walheim logged over 566 hours in space, including 36 hours and 23 minutes of spacewalk time. He's from Redwood City.

**UPDATE:** *January 3 was early in what would become a 35-day government shutdown. We shortly discovered that NASA was also shut down and astronauts would be unable to travel to our event. Last minute efforts secured **Paul Dye**, retired NASA Flight Director, Editor of *Kitplanes*, repeat plane builder, to be our speaker. See his presentation on pages 16 & 17.*



Guest Speaker Paul Dye at Annual Awards Dinner

**POLO SHIRTS WITH EAA 663 LOGOS:** First shirt is \$10 for members; all other shirts are \$22. Ask Mark Palajac.

**FLY-OUT EVENTS:** Dave Walters is helping organize weekend fly outs. He's contacting other EAA Chapters such as 512. The goal is VFR flights so everybody can participate.



Vice President Chuck Ray  
Chapter 663 Service Award



Treasurer Mark Palajac  
Chapter 663 Service Award



Secretary & Newsletter - Kirk Knight  
Chapter 663 Service Award



Barry Weber  
Chapter 663 Flight Advisor



Bob Sinclair  
Chapter 663 Technical Counselor



Young Eagle Coordinator Trina Anderson  
Chapter 663 Service Award

Slack is a useful resource with the goal of organizing a couple weeks beforehand, but there are last minute changes due to weather. **aaa663.slack.com**

**NEW FEBRUARY FLY-OUT** – KAUN (Auburn) 16 February 2019, LVK>AUN = 83NM, 1539'MSL, 2500'TPA, 07/25 @3700'x75', ASOS/AWOS - 119.375 (530/888-8934), CTAF - 122.70, FSS - 122.60, Class G.

We will meet at Wings Grill (mid field) at 1100 hrs. Plan your flight times accordingly! Please respond to **Dave Walters** of your intention to join us ([grayson\\_segal@yahoo.com](mailto:grayson_segal@yahoo.com)) or 925/348-3584.

You will get the last update about this event by 0800 hrs. on 16 February. Anything other than VFR conditions will scrub this event and it will be rescheduled for the following Saturday, 23 February.

**JANUARY FLY-OUT REPORT:** –Flight to Half Moon Bay KHAJ was scrubbed on January 12 due to MVFR conditions at the decision-making deadline. Fly-out was rescheduled to January 19 with the reward of better weather.

**Dave Walters** Reports: “The Six Hundred and Sixty Third Pilot Squadron, five strong with three extra guests (and the dog, Mack), invaded the 3 Zero Cafe at Half Moon Bay on Saturday 19 January. We were concerned that the cafe was going to be closed, forcing us to find other fare in town. Certainly, enough to choose from, there.

“But 3 Zero is right there at the fuel dock, mid field, altho, rather unassuming when approached from the tiedown area. The dining room was packed with other patrons so we found a fine, shaded table, outside under sunny skies. Yes, flying weather was perfect and conversation delightful. Thank you to aviators: **John Goldsmith, Allan Hughes, Dave Head and Bob Tucknott**. See you in Auburn on 16 February! DW”

Trystan Clark added that there are also Facebook groups for fly-outs that are very active. Connect with him on Slack for more info.

## DISCUSSION:

**PUT THE “E” BACK IN EXPERIMENTAL:** Will Pitt brought up the January 2019 *Sport Aviation Magazine* article about Peter Sripol as inspiration to put the “E” back in Experimental Aviation. Will wants to explore ways to scale up what are essentially RC builds in ultralight aircraft. Slow, quiet and easy to fly. Peter Sripol proved that it can be done. He’s interested in working with others to pull out your napkins and start drawing. Contact Will by email or on Slack.

**John Youngblood** mentioned that our member **Jim Kaschmitter** is an expert on Lithium Ion batteries and a great resource on what to do and avoid.

**Pete Sandhu** requests we are now invited to park in the parking lot and not on the ramp. The front door is now open for meetings so we don’t need to come in the back airport fence.



Pete Sandhu - Young Eagles  
Five Rivers Aviation & SkyViewAviation



Kirk Knight - Ground Crew  
Young Eagles



Dave Walters - Ground Crew  
Young Eagles



Robyne & Nick Teslich - Pilots  
Adult Eagles Flown



John Goldsmith - Pilot  
6 Young Eagles Flown



Tom Irion - Pilot  
11 Young Eagles Flown

**BUILDING EXPERIENCE WITH TAXATION:** Kurt Haller is nearing completion of his RV-9A but wanted to recount a ground-based experience with the State Board of Equalization Assessor's opinion of the taxability of his project. He thought his project would fly in 2017 (more on that at February 2019 meeting) so he obtained an official FAA registration number. *But it hasn't flown yet.*

He read the law, "California Civil Code 5303 "an aircraft is a contrivance *that has flown at least once.*" Assessor's Office Supervisor said, "You owe us money, but if you appeal, I can look up the civil statue" and compare it to your assertion." <http://www.boe.ca.gov/LAWGUIDES/property/archive/2012/rt/5303.html>

Kurt drilled in to the magic words: "If you find yourself in this situation, don't appeal the assessment at a cost of \$50. Instead, appeal the right to assess because that can be cancelled for free, but it will take a month or so. Kurt admits he only plays a lawyer on TV, although he's handled a fair amount of IP work in his job.

The law of unintended consequences played its hand when the Assessor's review revealed he'd been paying for hangar space for three years, but untaxed, so there are some *escape assessments*. That is, you have an asset that should have been taxed, but was overlooked. However, the assessor can come back later and capture that tax for up to the last 4 years.

Kurt received a Christmas gift where the Assessor cancelled the plane assessment as well as cancelled any claim to tax the last 3 years of hangar assessments. He has a letter from the Board of Equalization that says his "use tax file has been closed."

Best of all....his RV-9A DAR inspection is scheduled for January 21.

### OTHER EXPERIENCES:

**J.J. Miller** is pleased to announce that after 18 years his Thorp T-211 will finally be on the ground! He pressurized the hydraulics, worked the gear and it's ...finally...there.

**Renee Robinson** was having some flight testing her RANS Coyote with her version of the *impossible turn at 300 feet AGL*. She then went to the other end of the envelope, flew up to 14,000 feet with a 25-knot tail wind, killed the engine, and demonstrated a 12:1 glide ratio. Many were impressed the Coyote could fly to 14,000 feet!

**Ray McCrea** had flown to Tucson, a lot closer than his flight to South Africa, but had some trouble getting back to Livermore due to the numerous fires throughout California. For 5 weeks he overstayed his welcome with a series of friends in Arizona until the air cleared. He's much healthier than those of us who stayed.

**Kirk Knight** demonstrated that there is an acute shortage of DPEs for PPL check rides, coupled with an abundance of students clamoring to get their ticket. Back in September his instructor recommended he reserve a DPE out of Hayward, whose earliest opening was 12 weeks later. After waiting all that time, that day was rained out. In the meantime, his instructor, thinking Kirk would have his PPL in November, was hired by the airlines and went off to ATP school. All his endorsements expired. So, Kirk had another very experienced



Bob Cowan - Pilot  
3 Young Eagles Flown



John Youngblood - Pilot  
13 Young Eagles Flown



Dave Anderson - Pilot  
26 Young Eagles Flown



Dorothy Hamilton  
High Performance Bean Bag Champ



Darryl Ray  
Champion BBQ "Fire Starter"

instructor help the final push for the next DPE date of Christmas Eve. That, too, was rained out. The next slot for the DPE is April 24 due to his joint replacement and recovery. That works out to almost 8 months of delay. Eventually Kirk will get his PPL.

**Fred Lawley** had a story about “The Chicken Strip” near Lone Pine when it was still 100°F. It’s at 1,350MSL and is 1360 feet long. He took his turbo twin Commanche into the strip. It is tricked out with a STOL high lift kit, higher horsepower and turbo normalization. The strip is in reasonable repair with one dip on the north 1/3 of the strip. Fred’s suggestion, “Hey, it’s another flyout location,” got a big nervous laugh.

**Trystan Clark** has been invisible around Livermore because he’s been in Texas to get his PPL. He has the same problem Kirk has, a shortage of local DPEs. He’s been going there for 2 weeks, coming back for 2 weeks, and repeating that until he overstays his welcome. He should come back February 8 with both his PPL and Instrument ratings!

**MEETING BREAK** 8:05 PM

**MEETING RESUME:** 8:14 PM

**GUEST SPEAKER:** **Dan Dyer CFI from San Carlos Flight Center** spoke about “The New Bay Tour.” It took into consideration the “new” August 16, 2018 air space changes under the SFO Class Bravo.

**If you learn nothing else, know there is no such thing as The Bay Tour. The BAYTR is the controller code for a VFR sightseeing flight, but other than a code on their radar it is undefined. You pick the route.** Dan’s challenge is to treat this as “sophisticated airspace” rather than “a crazy place to learn to fly.”

For the next hour plus Dan provided an extremely detailed – and entertaining – presentation on how to work with ATC for a successful and enjoyable flying experience for yourself and your passengers. He dispelled many fallacies and described many of the key hints to build pilot confidence and enhance the help the ATC team can provide VFR pilots.

Dan described many of the defined VFR waypoints you can put into your GPS flight planning tool to make life much easier. He gave a hint at how complex the airspace is when your location over a single point -VPMID – midpoint of the San Mateo Bridge - could have you in Class G, E, C, B, E, A, E as you increase altitude. He showed that if you know the airspace and plan for it you might get permission to overfly SFO safely with 747s and A380s taking off below you. You’ll impress your passengers and maintain your calm demeanor with minimal stress.

There are a number of ATC approved transitions with several on both sides of the bay north and south, as well as east and west. You want to become very familiar with these well before you walk out to the plane. Controllers will make it easy for you if you know what you want and tell them by succinctly referencing these transitions rather than hogging the frequency and trying to describe a series of ground references.

Some of the other clarifications were the multiple tiers of ATC, who owns what airspace, and how they can provide permission to enter and transition airspace in unexpected ways that



Jan DeVocht  
High Performance Bean Bag Champ



Trina & Dave Anderson  
Life Time Membership Awards



Jodi Robinson  
Raffle Prize #1



Robyne Teslich  
Raffle Prize #2



Alan Thayer  
Raffle Prize #3



Mark Palajac  
Raffle Prize #4

are

actually are much simpler than most pilots anticipate.

ed: I won't to attempt to capture all of what Dan had to say. One takeaway is that working with ATC, especially from his location in San Carlos, is an invaluable education. If you were unable to attend you may want to attend other discussions.

San Carlos Flight Center has many meetings each month so if you missed this presentation, especially if you want to fly – and enjoy flying - more bay tours in 2019, it is worth your time to sit in on one of Dan's presentations.

There is also the second annual **BayFlight 2019** Saturday October 26, 9am- 4:30pm at San Carlos Aviation. The Conference for San Francisco Bay Area pilots is a way to get more detailed information about our unique airspace, meet the people whose voices you hear, and learn how to improve your flying skills.

**MEETING ADJOURNED** by John Youngblood. 9:21 PM

Minutes reported by Secretary Kirk Knight.

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## FEBRUARY GUEST SPEAKER

Our own **Bob Cowan** will give a presentation about his experiences from engineer through Chief Technologist at the Nuclear Energy Division of General Electric. The theme of the talk is that ingenious new ideas for fixing a problem often lead to an unexpected new problem. (Of course this never happens in the aircraft industry!!) His talk will include stress corrosion cracks in metals, "purest of the pure" water, bothersome radiation fields, Russian intrigue, South African platinum, radioactive and non-radioactive isotopes and a white powder with a street value of \$25/gm. ... now "mainlined" by the nuclear industry.



Bob Cowan & his 500+ hours RV-7A "Doris"

Bob has built and put over 500 hours on his Vans RV-7A nicknamed "Doris".

Before he was an airplane builder, Bob had a real job with the Nuclear Energy Division of General Electric where he retired while in the position of Chief Technologist. He is the author of over 80 technical papers, several books and the holder of over twenty patents. He volunteered to give this talk because he thought you might find it interesting as to how some interesting technical challenges were met and solved.



Steve Robinson - What Is It? Quiz Master



What Is It? Quiz Items

**Paul Dye** delighted in bringing the lessons learned from the most advanced flight operations at NASA back to the next generation of space operation professionals and to general aviation pilots and builders.

Here are a few things they learned at NASA that can help us builders and pilots.

**Understand your risks.**

Stumbling into weather VFR flight into IMC conditions.

25% of accidents are attributed to engine failure. And most of those are due to fuel problems.

You think fire fighters have dangers with fire. 80% of deaths don't have to with fire.

#1 killer of firefighters heart attacks

#2 motor vehicle accidents.

**Take a dispassionate view of risks.** NASA wants flight to be boring. For example, think about mitigation of the risks on a first flight.

Is there a way out of this plane? Loss of control, structural failure or fire what is your out?

Minimize what you can.

**Always have a backup plan.**

NASA had an issue with space shuttle heat dissipation. They had radiators in the shuttle



Paul Dye - Featured Speaker Annual Awards Dinner

payload bay. The bay doors had to open or the shuttle would have to land immediately.

If the door locks didn't close we could send a person in a space suit into the payload bay.

But SpaceLab filled the bay and was attached. If we can't get the door closed we can't close the door latches.

We had a solution but we'd rather not write it down. We'll suit somebody up, send them to the bay where they'll manually close the latches from the inside. *The astronaut would then ride home in the payload bay...during reentry.*

**Backups, are good.** NASA has 5 computers in the shuttle. Four ran the same software and

the fifth had code written by a different team.

Your superior skill may not save you in a problem situation, there are a lot of superior test pilots in graves.

The second flight in his RV-3 ended on a dirt road. He switched fuel tanks at 6,000 feet and the engine stopped. After safely landing on a remote oil field road they discovered a set screw was loose on the fuel selector handle. You can't verify the safety function of LockTite on a set screw.

**Understand your real redundancy.**

It's important to know how things work on your airplane. Where does GPS data come

from for your various glass screens? Are they really redundant?

If you're on a common electrical bus and have a short, what happens? No redundancy.

We are attracted to complexity. He has IFR planes but doesn't file IFR because there's usually icing in Carson City when there are clouds.

Make things just as complicated as they need to be but no more complicated. The folk tale in engineering is that **perfection comes not when there is nothing left to add, but when there is nothing left to be taken away.**

Don't make it complicated to show you're a superior engineer or pilot or to impress your hangar neighbor.

**Provide margin.** It comes in structure. You need operational margin. You have a crosswind limit. Just because the limit is 15 knots doesn't mean you should exceed 10. Give yourself a margin.

He flies with a 200 mile margin of fuel in all his planes.

You want to have more runway than you need, more altitude than you need and more fuel than you need.

**Make database decisions.** You don't make decisions by saying, "I guess" or "I think." You check and then say, "Data shows this" or "Data says that." Where is that written down? Is it an old pilot tale or engineering data?

He flies lean of peak after attending Lycoming school.

At NASA they had engineering staff support with the specs on everything and a sign over the door, "In God we trust. All others must bring data!"

**Testing analysis.** NASA used to buy 5 copies of every component and test it until it failed. They'd break 4 units and keep the 1 now that they had

data. Now we "model" the data, we don't test. Your homebuilt may rely upon modeled data.

An example is an oxygen bottle mounted to the shelf over the baggage. A 6 lb bottle in 6Gs will put 36 pounds of force on that shelf. Is it designed to handle that? He has 25 lb bags of shot to test.

**Know how your stuff works.** An engineer knows how stuff works. A technician knows how to work it. If you get weird data display do you know why?

**Develop flight rules.** Try them and then write these down ahead of time so you don't have to solve a problem in the air in



real time.

Test flight your plane? Write down the rules! Live by them.

**Know your requirements.** Do not be swayed by a cool design. What is you want the airplane to do? Requirements creep tends to prevent planes from being finished.

The Mission Pencil. At NASA the rule was to write the requirements, not the implementation. You couldn't just say I want a pencil.

**Details count.** The set screw is a detail. When is the last time you put on the handle?

The O-ring on the solid booster was a detail. The foam

falling off the tank was a detail. The loss of Challenger and Columbia were the result of details.

**Learn from History.** The Apollo 1 fire was a lesson that 16 psi with pure oxygen was a bomb waiting to go off.

Everyday Paul reads the FAA accident summary page. [FAA.gov](http://FAA.gov). One line per accident. Keeping an airplane on the runway is 1/3 of the accidents.

Root Cause Analysis. Keep asking the "Why" questions behind the accident statistics.

<https://www.asias.faa.gov/apex/f?p=100:93::NO::>

**Teamwork works!** There are lots of teams to help you. EAA Technical Counselor, Homebuilt Council, use your neighbors, use your EAA.

Before his DAR inspection Jason Dieber threw a **pre-inspection BBQ**. He invited people over to the hangar with free food. He gave out yellow stickies to everyone to point out anything that wasn't right. That takes courage.

He got 100 stickies he had to examine. Some were fine and some he missed.

**Hope is not a plan.** I hope I have enough gas to clear the ridge. I hope the fog doesn't come in before I get there. I hope I tightened those bolts on the wing. You have to know. We are responsible for the decision you make.

On a spam can you know there's been an engineer behind everything, often for decades. In experimental aviation you are on your own. Get a team to help.

**Build Smart**

**Fly Smart**

Never be afraid to say,

**"Today is just not a good day to fly."**

## Fly Out Survey

by Dave Walters  
Choose your top 10

Location		Distance [NM]	Airport MSL	Runway (length)	Picks
Half Moon Bay	KHAF	35	66'	5000'	_____
Lodi	103	35	59'	3574	_____
Nut Tree	KVCB	41	116'	4700'	_____
Watsonville	KWVI	45	163'	4500'	_____
Sac Exec	KSAC	50	23'	5503'	_____
Mather AFB	KMHR	57	98'	11301'	_____
Woodland	041	58	125'	3769'	_____
Los Banos	LSN	59	121'	3801'	_____
Salinas	KSNS	62	84'	6004'	_____
Castle AFB	KMER	63	190'	11802'	_____
Columbia	022	69	2120'	4673'	_____
Auburn	KAUN	83	1538'	3700'	_____
Willows	KWLW	111	141'	4125'	_____
Lake Tahoe	KTVL	112	6268'	8541'	_____
Harris Ranch	308	116	470'	2820'	_____
Truckee	KTRK	126	5901'	7000'	_____
Bridgeport	057	128	6471'	3854'	_____
Quincy	201	141	3418'	4105'	_____
Red Bluff	KRBL	148	352'	5431'	_____
Oceans	L52	167	14'	2325'	_____
Delano	KDLO	170	316'	5659'	_____
Shelter Cove	005	176	73'	3407'	_____
Kern River	L05	202	2614'	3500'	_____



Jesus & Jake from  
Jake's Catering