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Aviation Education & Recreation from EAA Chapter 393
P.O. Box 6524 Concord California 94524-1524

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<http://www.eaa.393.org>

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EAA Chapter 393 Upcoming Events

July 2026

1 Board of Directors Regular Meeting
20-26 AirVenture Oshkosh

August 2026

5 Board of Directors Regular Meeting
15 Young Eagles Rally
22 Aviation Community BBQ

September 2026

2 Board of Directors Regular Meeting
19 Young Eagles Rally
23 Dinner & General Meeting

Welcome New Members to EAA Chapter 393

We're excited to welcome **Sean Slinsky** as one of our newest members of EAA Chapter 393!

Sean lives in Orinda and brings a unique combination of technical expertise and hands-on experience to our chapter. By profession, he is a software engineer, and before that he spent eight years serving in the U.S. Navy, where he operated and maintained nuclear power plants.

Sean is a member of One Niner Right LLC and enjoys flying both the Cessna 172 and the Piper Dakota. He has a private pilot certificate and is working toward his instrument rating. Before joining the LLC, Sean rented planes from Suburban Air and California Airways at Hayward Executive Airport (KHWD).

We look forward to seeing Sean participate in our upcoming meetings, Young Eagles rallies, fly-outs, workshops, and other chapter events. His technical background, aviation experience, and enthusiasm for learning and giving back will make him a wonderful addition to Chapter 393.

We're excited to have him as part of the EAA Chapter 393 family!

Blue skies, Sean, and welcome aboard!

Wednesday Flyout to Hollister (KCVH) – June 3, 2026



On June 3, EAA Chapter 393 members enjoyed a fly-out to Hollister Municipal Airport (KCVH), where we gathered for lunch at Seabreeze Restaurant.

The fly-out provided a great opportunity for members to enjoy a scenic flight, share stories, and spend time together over a delicious meal. Events like these are a wonderful way to build flying experience, explore new destinations, and strengthen the friendships that make our chapter such a welcoming community.

Thank you to everyone who participated and helped make the day a success. We look forward to many more fly-outs and opportunities to enjoy aviation together!

Sunday Flyout to Half Moon Bay Airport (KHAF) – June 7, 2026

On Sunday, June 7, EAA Chapter 393 members enjoyed another successful fly-out, this time to Half Moon Bay Airport (KHAF). Three aircraft and an excellent group of pilots and passengers made the trip, enjoying beautiful flying weather and great company.

Among those joining the fly-out was Christian Zhang, who has been a private pilot for the past two years and is currently working toward his Instrument Rating. Christian had the opportunity to experience a flight in a Cessna Cardinal, something he had been looking forward to. Before departure, Paul jokingly reminded him to keep an eye on the landing gear indicator, saying that the last time he took a student flying—in 2021—he landed gear-up! Fortunately, this flight ended with a perfectly normal landing.

After arriving at Half Moon Bay, the group headed to the Half Moon Bay Brewing Company, a favorite stop for many of our chapter fly-outs. Over a delicious lunch and beautiful waterfront views, members enjoyed great conversation, shared flying stories, and reflected on another enjoyable day of aviation. Before departing, they also spotted the unique Swift 100R fuel truck on the airport ramp, adding another interesting highlight to an already memorable outing.

Thank you to Paul for organizing another great chapter fly-out. We look forward to many more adventures in the months ahead!



Young Eagles Rally (cancelled due to weather) – June 20, 2026

Unfortunately, our Young Eagles Rally scheduled for June 20 had to be canceled due to unfavorable weather conditions.

Gates monitored the forecast closely and delayed the decision as long as possible in hopes that conditions would improve. However, with low ceilings expected to persist until around 10:00 a.m. and increasing winds forecast for later in the day, it became clear that flying would not provide the safe and enjoyable experience we strive to offer.

The safety and comfort of our Young Eagles participants, their families, and our volunteer pilots are always our highest priorities. While canceling the rally was disappointing for everyone involved, it was the right decision given the weather.

We appreciate the understanding of all the families, volunteers, and pilots who planned to participate. We look forward to welcoming everyone to a future Young Eagles Rally later this year and introducing even more young people to the excitement and wonder of aviation.

General Meeting and Monthly Dinner – June 24, 2026

On June 24, EAA Chapter 393 members, guests, and friends gathered for our monthly dinner meeting at 6:00 p.m. for an enjoyable evening of great food and fellowship.



Our June Italian-themed dinner, prepared by Executive Chef Scott Davis, featured a choice of meat or vegetarian lasagna, garlic bread, fresh salad, and dessert. As always, the meal was outstanding and provided the perfect setting for members to catch up, welcome newcomers, and enjoy each other's company.

While there was no guest speaker this month, the evening was filled with lively discussions about the chapter's ongoing and upcoming projects, including Young Eagles events, fly-outs, aircraft activities, and other opportunities for members to get involved. It's always exciting to hear what's happening around the chapter and see the enthusiasm of members working together to support general aviation.

A special thank-you goes to Chef Scott Davis and everyone who helped prepare, serve, and clean up after the dinner. Your hard work makes these gatherings such a success.

As a reminder, please register in advance for our monthly dinners whenever possible. Knowing how many people to expect helps us purchase the right amount of food and supplies, ensuring everyone enjoys a great meal while minimizing waste.

We look forward to seeing everyone at our next monthly dinner and chapter meeting!

Monthly Build Update: Paul Turin - Glasair Sportsman R1

Paul Turin here, I've just joined EAA 393 and was asked to write a up brief (OK I tried) bit on my Glasair Sportsman project for those that might be interested.

After a few years of club flying, I became frustrated with rentals and decided I wanted my own plane. Maybe not the smartest financial decision, but I want the flexibility it will give. Besides, as an aerospace engineer, I live to design and build things and building a plane seemed like a cool thing to do.

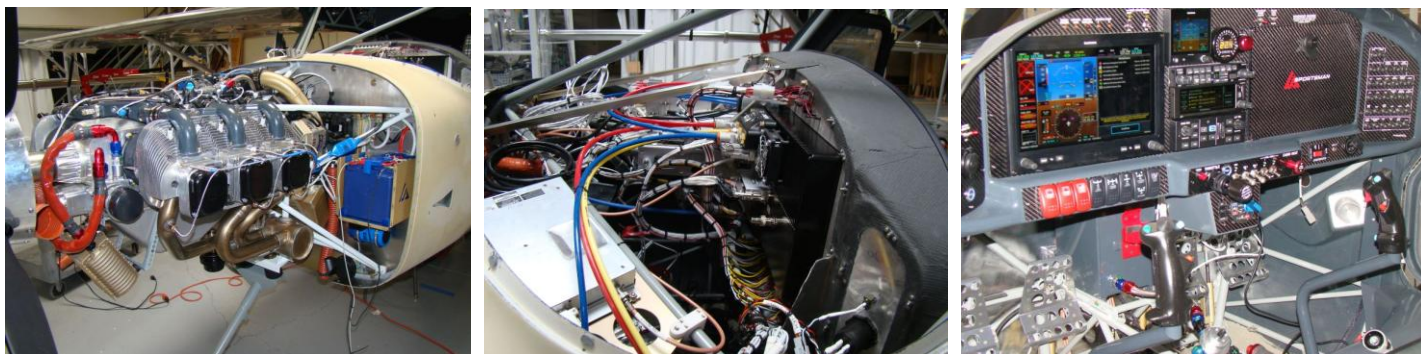
I had been interested in this plane for its performance and versatility (and I like high wings), and got lucky when a very rare "used" kit came up for sale right when we were moving my company to a large facility in Berkeley with space to spare (and a machine shop!). It's an interesting kit from a construction standpoint – riveted aluminum flying surfaces and a fiberglass fuselage with a welded steel tubing cage



around the cockpit. Working with these varied methods requires a lot of different skills which I've had fun learning.

I'm the 4th owner of this kit. The wings were built in a factory assist by the first owner; the other two didn't complete anything (other than ruining the tail surfaces which I had to replace). I've been working on it since 2022 and am getting near completion (at the 80% done, 80% to go stage).

Instead of the usual Lycoming IO-390, I made the decision to go with a 220hp UL Power 520T engine to have a modern, single-lever FADEC, turbo-normalized 6-cylinder powerplant for ease of operation and smooth, quiet power independent of density altitude. I have a four-blade Airmaster electric prop.



Going to this motor has probably tripled the effort due to all the changes required. This engine is 80lbs lighter than the Lycosaur, which meant designing and building my own extended engine mount to keep the CG in range and extending the cowling to match. I digitized the firewall and designed everything firewall-forward in SolidWorks, including all the wiring and systems (induction, intercooler, oil cooling, contactors, shunts, batteries, etc.). Designing and analyzing the mount to handle flight stresses was a big undertaking, as was building the fixture to assemble it accurately.



In the interest of completing this project in my lifetime, I had Aerotronics build my Garmin IFR-lite panel with a G3X (and wiring to add a second), GNX375, audio panel, G5, and dual remote coms. I'm looking forward to flying with an all-glass cockpit and all the toys it comes with.

To minimize how much longer the nose would be, I modified my tail surfaces, cutting away most of the aluminum skins and covering them with Stewart Systems fabric (this mod

was developed by one of the designers of the airplane and several are flying, so I'm comfortable it's been proven safe). The 12lbs saved at the tail equate to 35lbs on the nose which meant I only had to push the engine out 4.5" rather than 10" to balance. The fuel injection meant I needed a recirculating fuel system, so I had to build and plumb a header tank.

I'm building it as a trigear, but one of the neat things about a sportsman is it's easily



converted to tail dragger or floats. Someday I hope to go from nose-dragger to taildragger.

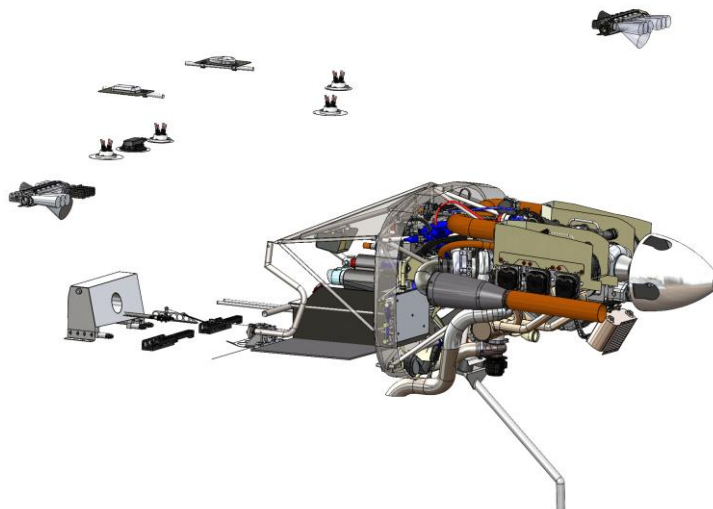


The modern tools available for building have really changed the game. I've used a lot of 3D printing both in plastic (mostly for jigs and fixtures and for finalizing designs), in aluminum and stainless steel, and to make molds for fiberglass parts. I've done most of my sheet metal work the old-fashioned way but have used Send-Cut-Send (online laser cutting and forming) for some complicated sheet metal work.

I've added many custom touches like much cleaner, 3-pin door latching and handles (originally a complicated bank vault-like system), Leading edge landing lights, a glove compartment, retractable steps, retractable handles in the tail for maneuvering it as a taildragger, an overhead console, four-point harnesses, aluminum closeouts for the footwells and pedals, carpets, etc. etc.

I have hangar A-15 eagerly awaiting its completion, which I hope to do in the next 6 months or so (again hah). Anyone who'd like to drop by and see it in Berkeley is welcome!

Here's a picture of my CAD model:



Paul Turin

"Monthly Build": Celebrating Aviation Projects in Progress

Are you currently in the midst of an aviation project? Whether you're building your own aircraft from scratch, restoring a vintage plane, or embarking on a modification journey, we want to hear from you! Share your updates, challenges, and lessons

learned with fellow aviators, and let us highlight your project in our monthly newsletter.

To participate, simply send us a photo or a few of your project in progress, along with your responses to the following questions:

1. **What stage are you in with your project?** Whether you're just getting started, tackling the intricate details, or nearing completion, give us an overview of where you currently stand with your aircraft build.
2. **What has been most challenging?** Building an aircraft is no small feat. Share with us the challenges you've encountered along the way, whether they involve technical hurdles, sourcing materials, or time management.
3. **What is the next stage in your build?** What milestones are you working toward next? Whether it's installing avionics, fitting the interior, or conducting flight tests, let us know what's on the horizon for your project.
4. **Any suggestions for other builders about what you have learned?** Reflect on your journey so far and share any insights or tips that may help fellow builders navigate their own projects more smoothly.

Please send your photos and story comments to natashadoktorova@gmail.com. We can't wait to showcase the incredible projects taking shape within our aviation community and to learn from the experiences of our fellow builders.

Thank you for being a part of our aviation family, and we look forward to seeing your projects come to life in "Monthly Build"!

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